

# **LA CONCHITA/MUSSEL SHOALS ACCESS IMPROVEMENT PROJECT**

VEN-101 KP R64/R69.4 (PM R39.8/R43.1)

EA 196400

SCH No. 2002031013

## **MITIGATED NEGATIVE DECLARATION/ FINDING OF NO SIGNIFICANT IMPACT**



CALTRANS DISTRICT 7

DIVISION OF ENVIRONMENTAL PLANNING

JUNE 2002

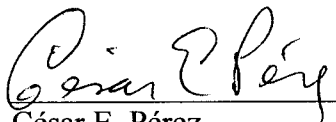




**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR  
LA CONCHITA/MUSSEL SHOALS ACCESS IMPROVEMENT PROJECT**

The proposed project is located in the county of Ventura in the vicinity of the communities of Mussel Shoals and La Conchita, from KP 64.0 to KP 69.4. It consists of closing the median openings at Mussel Shoals, upgrading the on and off ramps at mussel Shoals and La Conchita by providing longer acceleration lanes and constructing a grade separated pedestrian crossing.

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the enclosed Environmental Assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the enclosed Environmental Assessment.

  
César E. Pérez  
Senior Transportation Engineer

6/28/02  
date





## MITIGATED NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code

### Description

The California Department of Transportation (Caltrans) proposes to construct a Pedestrian Undercrossing (PUC), upgrade the ramps at Mussel Shoals and La Conchita, and close the three median openings at Mussel Shoals, La Conchita and Tank Farm.

### Determination

The California Department of Transportation (Caltrans) has prepared an Initial Study. On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

- 1) There will be no significant effect on topography, exposure to seismic activity, or erosion as a result of this project.
- 2) Air quality, noise, energy, solid waste, or use of natural resources will not be effected by this project.
- 3) Floodplains, wetlands, and water quality will not be adversely impacted by this project.
- 4) Fish and wildlife such as endangered species, habitat or vegetation will not be impacted by this project.
- 5) No effect on agricultural lands, land use and growth will originate from this project.
- 6) No adverse effect on business and industry, economic stability, or employment will result from this project.
- 7) Neighborhoods, schools, public or recreational facilities, or heritage and scenic resources will not be impacted by this project.
- 8) Aesthetics, open space or parkland will not be significantly affected.



Ronald J. Kosinski, Deputy District Director  
Division of Environmental Planning  
California Department of Transportation

June 21, 2002

Date



The California Department of Transportation (Caltrans) proposes to improve access to La Conchita and Mussel Shoals on Highway 101 in Ventura County

07 – VEN – 101 KP 64/67 (PM 39.7/41.6)

## INITIAL STUDY / ENVIRONMENTAL ASSESSMENT

State of California  
Department of Transportation  
And  
U.S. Department of Transportation  
Federal Highway Administration

Pursuant to: 42 U.S.C. 4332(2)(C)



Feb 6, 2002

Ronald J. Kosinski  
Deputy District Director  
Division of Environmental Planning  
California Department of Transportation

Date



2/20/02

Michael G. Ritchie  
Division Administrator  
Federal Highway Administration

Date



**TABLE OF CONTENTS**

S-1	Executive Summary.....	1
1	Purpose and Need.....	1
1.1	The Purpose and Need.....	1
1.1.1	Operational Deficiencies.....	1
1.1.2	Accident Analysis .....	2
1.1.3	Capacity Constraints .....	3
2	Description of the Proposed Project and Alternatives Considered.....	7
2.1	Existing Facility and Setting .....	7
2.2	No-Action Alternative.....	7
2.3	Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative).....	8
2.4	Alternative 2 – Frontage Road .....	8
2.5	Alternatives No Longer Under Consideration.....	18
2.5.1	Alternative 3.....	18
2.5.2	Alternative 4.....	18
2.6	Related Roadway Projects.....	19
3	Affected Environment .....	20
3.1	Topography and Geology.....	20
3.2	Seismicity .....	20
3.3	Tsunamis .....	20
3.4	Hazardous Waste.....	20
3.5	Biological Resources.....	23
3.5.1	Biological Communities.....	23
3.5.2	Wildlife .....	24
3.5.3	Wetlands.....	25
3.6	Air Quality .....	27
3.7	Hydrology and Water Resources.....	28
3.7.1	Water Quality .....	28
3.7.2	Existing Coastal Baseline Conditions .....	28
3.8	Historic and Cultural Resources.....	29
3.9	Archaeological Sites.....	30
3.10	Visual .....	30
3.11	Land Use .....	30
3.11.1	Consistency with Applicable Regional Plans.....	31
3.12	Social and Economic.....	32
3.12.1	Population .....	32
3.12.2	Housing .....	34
3.13	Transportation .....	34
3.13.1	Bicycle Facilities.....	35
3.14	Existing Noise Environment .....	35
4	Environmental Evaluation.....	42
4.1	Environmental Factors Potentially Affected.....	42
4.2	Environmental Checklist.....	43
4.2.1	Aesthetics .....	43
4.2.2	Agricultural Resources.....	53
4.2.3	Air Quality .....	54
4.2.4	Biological Resources.....	56
4.2.5	Wetlands.....	59
4.2.6	Cultural Resources .....	62

4.2.7	Geology and Soils .....	64
4.2.8	Hazards and Hazardous Materials.....	66
4.2.9	Hydrology and Water Quality .....	68
4.2.10	Land Use and Planning .....	72
4.2.11	Mineral Resources.....	73
4.2.12	Noise .....	74
4.2.13	Population and Housing .....	76
4.2.14	Public Services .....	77
4.2.15	Recreation .....	79
4.2.16	Transportation/Traffic .....	80
4.2.17	Utilities and Service Systems.....	82
4.2.18	Mandatory Findings of Significance .....	84
5	Distribution List .....	87
5.1	Elected Officials.....	87
5.2	Federal Agencies.....	88
5.3	State Agencies.....	89
5.4	County Agencies .....	90
5.5	Organizations and Individuals.....	91
6	Consultation and Coordination.....	94
6.1	Scoping Process .....	94
6.2	Consultation .....	94
6.3	Public Circulation.....	94
6.3.1	Public Hearing.....	95
7	List of Preparers .....	96
8	Acronyms and Abbreviations .....	97

#### APPENDICES

A	Notice of Completion
B	Scoping Notice
C	Native American Participation
D	Scoping Responses
E	Title VI Statement
F	SHPO Letter of Concurrence
G	Mitigation Summary Table
H	Notice of Public Hearing/Notice of Availability
I	Comments Received and Responses

#### LIST OF TABLES

S-1	Summary of Impacts
1-1	Traffic Accident Surveillance and Analysis System – Accident Rates (06/01/98 to 6/01/01)
1-2	Average Annual Daily Traffic
1-3	Level of Service
1-4	AM/PM Peak Hour Volumes Without Project
1-5	AM/PM Peak Hour Level of Service Without Project
1-6	AM/PM Peak Hour Volumes for Alternative 2
1-7	AM/PM Peak Hour Level of Service With Alternative 2
3-1	Sensitive Wildlife Species
3-2	Local Air Quality Levels Measured at the Emma Wood State Beach Ambient Air Monitoring Station
3-3	Existing Viewpoint Quality
3-4	Population
3-5	Ethnicity
3-6	Activity Categories and Noise Abatement Criteria
3-7	Existing Noise Levels

- 4-1 Environmental Checklist
- 4-2 Endangered Species List
- 4-3 Wetland Impacts for Alternatives 2
- 4-4 Noise Analysis Summary
- 6-1 Scoping Notice Publication
- 6-2 Notice of Public Hearing/Notice of Availability Publication

LIST OF FIGURES

- S-1 Project Location Map
- 1-1 Existing Hourly/Daily Traffic Volume
- 2-1 Alternative 1 Mussel Shoals Project Study Plan
- 2-2 Alternative 1 La Conchita Project Study Plan
- 2-3 Alternative 1A Pedestrian Undercrossing (PUC) Tunnel
- 2-4 Alternative 1B Pedestrian Overcrossing (POC) Bridge
- 2-5 Alternative 1 La Conchita Project Study Plan
- 2-6 Alternative 2 Frontage Road Project Study Plan
- 2-7 Alternative 2 Mussel Shoals Vehicular Tunnel
- 3-1 Fault Location Map
- 3-2 Wetland Delineation Map
- 3-3 Aerial Noise Level Map
- 3-4 Aerial Noise Level Map
- 3-5 Aerial Noise Level Map
- 4-1 Existing VP1, southbound vehicular traffic
- 4-2 Proposed VP1, southbound vehicular traffic
- 4-3 Existing VP2, northbound vehicular traffic
- 4-4 Proposed VP2, northbound vehicular traffic
- 4-5 Existing Bakersfield Dr., VP3, pedestrian traffic and resident view
- 4-6 Proposed Bakersfield Dr., VP3, pedestrian traffic and resident view
- 4-7 Existing Surfside St., VP4, southbound vehicular and pedestrian traffic
- 4-8 Proposed Surfside St., VP4, southbound vehicular and pedestrian traffic
- 4-9 Existing Surfside St., VP5, northbound vehicular and pedestrian traffic
- 4-10 Proposed Surfside St., VP5, northbound vehicular and pedestrian traffic
- 4-11 Existing Old PCH, VP6, southbound at on-ramp vehicular and pedestrian traffic
- 4-12 Proposed Old PCH, VP6, southbound at on-ramp vehicular and pedestrian traffic
- 4-13 Existing Old PCH, VP7, northbound at off-ramp vehicular and pedestrian traffic
- 4-14 Proposed Old PCH, VP7, northbound at off-ramp vehicular and pedestrian traffic
- 4-15 Existing Ocean Ave., VP8, eastbound vehicular and pedestrian traffic
- 4-16 Proposed Ocean Ave., VP8, eastbound vehicular and pedestrian traffic

Note: A vertical line in the margin indicates changes in the text from the original Initial Study/Environmental Assessment.

## **S-1 EXECUTIVE SUMMARY**

The proposed access improvement project is subject to review under both the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code [PRC] Section 21000 *et seq.*) and the National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code [U.S.C.] 4321 *et seq.*). The basic procedural and policy structure of NEPA and CEQA are similar and the content requirements for documents implementing NEPA and CEQA are also similar. The Lead Agency for CEQA compliance is the California Department of Transportation (Caltrans). The Lead Agency for NEPA compliance is the Federal Highway Administration (FHWA). Acronyms and abbreviations used in this Initial Study/Environmental Assessment are identified in Section 8.0 of this document.

The project is located in the County of Ventura in the vicinity of the communities of Mussel Shoals and La Conchita, from KP R64.0 (PM R39.8) to KP R69.4 (PM R43.1). The project proposes to enhance highway safety, provide direct pedestrian access to the beach and increase mobility in the area by connecting the communities of Mussel Shoals and La Conchita with a proposed frontage road and a below-grade undercrossing or vehicular tunnel.

Safety along this segment of expressway will be enhanced by:

- Closing the median openings at Mussel Shoals, La Conchita and Tank Farm to eliminate left-hand turn movements onto and off of U.S. 101.
- Upgrading the on- and off-ramps at Mussel Shoals and La Conchita by providing longer acceleration and deceleration lanes.
- Constructing a grade-separated pedestrian crossing to provide beach access from the community of La Conchita.

Funding for the project will come from both the Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program. In the RTIP, the Ventura County Transportation Commission (VCTC) is participating in this project and will fund the Pedestrian Undercrossing (PUC) structure estimated at \$2,286,000, which is included in the total project cost listed below.

Total projected cost estimates range from \$12,300,000 to \$24,120,000 for Alternatives 1 and 2 (as described on pages S-3 to S-4). These estimates include right of way and utility relocation, which range from \$20,000 to \$2,730,000, and construction of highway and structure items ranging from \$12,300,000 to \$24,120,000. This project has been assigned the Project Development Processing Category 3 with the proposal to modify an existing access-controlled route. Funding for construction of this project is scheduled for the 2005/2006 fiscal year.

### **PROJECT DESCRIPTION AND LOCATION**

Originating in the City of Los Angeles, U.S. 101 is a primary north-south route extending towards northern California. In general, the highway is along the coastline. The project segment of highway connects the City of Ventura to the City of Santa Barbara. (See Figure S-1).

In the vicinity of Mussel Shoals and La Conchita, U.S. 101 presently operates as a four-lane expressway. This segment of expressway is a facility described as follows: Asphalt Concrete (AC) traveled ways are 3.6 meters (11.8 ft) wide with 2.4 meter (7.9 ft) wide AC outside shoulders. The paved inside shoulders are 1.8 meters (5.9 ft) wide. The median width varies from 8.5 meters (27.9 ft) to 14 meters (50 ft) and contains a single row of double thrie beam median barrier. Within this segment of U.S. 101, there are



S-2

median openings for left-hand turn movements at Mussel Shoals KP 65.8 (PM 40.9) and La Conchita KP 66.7 (PM 41.4) and for U-turn movements at Tank Farm Road KP 67.9 (PM 42.2). No U-turn movements are allowed at the Mussel Shoals and La Conchita median openings. At the Tank Farm median opening, only U-turn movements are allowed. Adjacent to the southbound (SB) lanes from KP 66.5 (PM 41.3) to KP 69.7 (PM 43.3), there are 6.5 m (21.5 ft) between the outside edge of traveled way and the face of the concrete barrier. This area includes a 1.5 m (5 ft) wide bike lane, a 1.5 m (5 ft) "No Parking" strip, and a 3.5 m (11.5 ft) parking lane. Outside the project limits to the north and south, U.S. 101 operates as a 6-lane freeway.

A Union Pacific Railroad track runs parallel to the expressway, approximately 15 m (49.2 ft) east of the northbound edge of traveled way of U.S. 101 and 19 m (62.3 ft) from the western edge of traveled way of a frontage road in La Conchita. The railway property varies in width from approximately 25 m (82 ft) to 56 m (183.7 ft) within the project area. Approximately 20 railway trips are made each day.

#### **NO ACTION ALTERNATIVE**

The No-Action Alternative would consist of no access improvements to the communities of La Conchita and Mussel Shoals. The No-Action Alternative would not result in adverse environmental impacts. However, the infrastructure in the project area would remain as it now exists and the current traffic safety conditions would continue.

#### **ALTERNATIVE 1**

This alternative proposes to improve safety in Mussel Shoals and La Conchita for both drivers and pedestrians through the following features:

- Improve on- and off-ramps at Mussel Shoals and La Conchita
- Close median openings at Mussel Shoals, La Conchita, and Tank Farm
- Construct Pedestrian Undercrossing (PUC) or Pedestrian Overcrossing (POC)

##### Improve Driver Safety at Mussel Shoals

Alternative 1 proposes to close the median openings at Mussel Shoals, La Conchita, and Tank Farm and to lengthen the southbound on- and off-ramps at Mussel Shoals. The existing metal beam guard railing will remain. The median closing barrier will be designed to Caltrans Standards and will conform to the existing metal beam guard railing. The ramps at the intersection of Mussel Shoals will be lengthened to improve the deceleration and acceleration distances. This will require widening of U.S. 101 near Mussel Shoals with retaining walls (see Figure 2-1).

Closing the median openings would eliminate conflicting turning movements within this segment of expressway. Northbound motorists desiring to access Mussel Shoals would exit at the Bates Road Interchange then head south. Southbound motorists desiring to access La Conchita would exit at the Seacliff Interchange then head north. However, emergency median openings would provide access for emergency and law enforcement vehicles only. Details of these emergency openings will be addressed and designed during the final design phase.

##### Improve Pedestrian Safety at La Conchita

Alternative 1 provides pedestrians direct access to the beach by way of a grade-separated crossing (i.e., undercrossing or overcrossing). The facility, crossing the expressway and the railroad at La Conchita, will address disability issues in accordance with the Americans with Disability Act (ADA) (see Figure 2-2).

Preliminary discussions with the California Coastal Commission (CCC) have revealed that there are some features of this project that may be looked upon favorably. These include an increased beach area by eliminating sideslopes with retaining walls and safer direct pedestrian access to the beach.

Alternative 1 will include one of the two options for pedestrian access:

- 1A: Construct Pedestrian Undercrossing (PUC) Tunnel (see Figure 2-3 and 2-5).
- 1B: Construct Pedestrian Overcrossing (POC) Bridge (see Figure 2-4 and 2-5).

Alternative 1A has been selected as the preferred alternative.

#### Estimates

Cost estimates for Alternative 1A (PUC Tunnel) is at \$12,300,000. This cost includes \$20,000 for right of way and utility relocation and \$12,280,000 for construction of highway and structure items. Coordination with the California Coastal Commission is required. Coordination with the Union Pacific Railroad Company is required. This alternative has a low potential to significantly impact the environment.

Cost estimates for Alternative 1B (POC Bridge) is at \$12,510,000. This cost includes \$30,000 for right of way and utility relocation and \$12,480,000 for construction of highway and structure items. Coordination with the California Coastal Commission is required. Coordination with the Union Pacific Railroad Company is required for construction issues over railway tracks. This alternative has a low potential to significantly impact the environment.

#### Non-Motorized Features

There is an existing bicycle lane within the project limits. It is a 1.5 m (5 ft) bike lane adjacent to the edge of traveled way on the outside shoulder of the southbound lanes from KP 66.5 (PM 41.3) to KP 69.7 (PM 43.3). This bicycle lane will be temporarily detoured and kept open during construction. On completion of the project, the existing configuration with the bicycle lane on the outside shoulder will be reinstated.

#### **ALTERNATIVE 2**

Improvements proposed in Alternative 1 are included with the following improvement for Alternative 2:

- Construct 0.8 km (0.5 mile) of frontage road from La Conchita to the south and construct a vehicular (tunnel) undercrossing connecting Mussel Shoals and La Conchita at Ocean Avenue (see Figure 2-6 and 2-7).

Closing the medians at Mussel Shoals, La Conchita and Tank Farm will require motorists to make some alterations to their driving patterns.

Currently, the northbound entrance into La Conchita is signed for No Trucks. No trucks will be permitted through the proposed vehicular undercrossing (tunnel) at Mussel Shoals. Passenger cars headed north may exit at La Conchita and use the frontage road and proposed undercrossing at Ocean Avenue to access Mussel Shoals. Passenger cars headed south may exit at Mussel Shoals and use the proposed undercrossing at Ocean Avenue and frontage road to access La Conchita. Large trucks headed northbound will have to use the Bates Road Interchange then head south to Mussel Shoals. Large trucks headed southbound will use the Seaciff Interchange to get to La Conchita.

#### Cost Estimate

Cost estimates for Alternative 2 are estimated at \$24,120,000. This cost includes \$2,730,000 for right of way and utility relocation and \$21,390,000 for construction of highway and structure items.

## **REJECTED ALTERNATIVES**

The following alternatives were rejected after consideration by the Project Development Team. At this time, the rejected alternatives are not considered feasible to be proposed for this project.

### Alternative 3

Improvements proposed in Alternative 2 are included with the following improvements for Alternative 3:

- Extend the proposed frontage road in Alternative 2 to Mobil Pier Road
- Close ramps at Mussel Shoals

### **PCH-Railroad Crossing Alternatives:**

The extension of the frontage road requires a railroad crossing which can be achieved by one of the following two options:

3A: Construct an At-Grade Crossing

3B: Construct an Overhead Bridge for a Grade-Separated Crossing

### Alternative 4

Proposals for Alternative 4 include the following:

- Realign U.S. 101 and relocate Union Pacific railroad towards the east
- Close existing median openings at Mussel Shoals, La Conchita, and Tank Farm
- Construct a pedestrian crossing at La Conchita (Alternative 1A or 1B)
- Convert the existing 4-lane expressway to 6-lane freeway from 1.9 km (1.2 miles) north of Seacliff Interchange to 0.5 km (0.3 miles) south of the Bates Ave Overcrossing.
- 4A: Construct an Overcrossing Interchange at Mussel Shoals.
- 4B: Construct an Undercrossing Interchange at Mussel Shoals.
- 4C: Construct an Undercrossing Interchange at Mussel Shoals (Alternative 4B) and reconstruct the median from Mussel Shoals to the Bates Road Interchange to include 3 lanes in each direction.

## **BACKGROUND OF PROJECT ANALYSIS**

The U.S. 101 Access Improvement Project was initiated with a Project Study Report-Environmental Only (PSR-EO). The PSR-EO is a project initiation document that is required for all major projects prior to their being programmed. The PSR-EO was requested by the Ventura County Transportation Commission (VCTC) and was intended for programming of the Project Approval/Environmental Document (PA/ED) support component only in the State Transportation Improvement Program (STIP). The PSR-EO for this project was completed on September 28, 1999. A Preliminary Environmental Assessment Report (PEAR) was prepared concurrently with the PSR in order to identify the environmental issues and anticipated environmental impacts of the proposed project. The total estimated cost for the various alternatives presented range from \$2 to \$40 million in 2000 dollars.

Public participation in the development of this IS/EA and in the selection of the final design concept occurs at several essential points in the planning process. Several meetings to solicit input and participation from local residents, including members of homeowner associations and legislators were held regarding this project. On January 9, 1999, the VCTC conducted an informal survey amongst the residents of the communities for their opinion on the various proposed alternatives. Highlights from the survey results are as follows:

- A pedestrian undercrossing is preferable to an overcrossing, with preferred location being adjacent to La Conchita near the end of Bakersfield Avenue (Alternative 1A).
- There is some support to only modify either the on- or off-ramps at Mussel Shoals (Alternative 1A and 1B).

- A majority of the residents of the communities support either of the alternatives with a vehicular undercrossing (Alternatives 2 or 3).
- The property owners' association of Mussel Shoals opposed Alternative 2 but preferred Alternative 3, because of the possible increase in vehicle traffic in the area.
- Alternative 4 was generally acceptable to the majority. However, some La Conchita residents provided negative comments to Alternative 4A. There are concerns with obstructing the ocean view that an interchange with an above-grade overcrossing poses.

A Scoping Notice (Appendix B) was sent to elected officials, resource agencies and individuals on September 13, 2000, and it was published in three newspapers (Los Angeles Times Ventura County Edition, Ventura Star and Vida) supporting the surrounding communities in English and Spanish (see Table 6-1). The notice gave the public an opportunity to learn about the project objectives and design concepts and to express concerns regarding the environmental effects of the project. Twenty-four responses were received (Appendix D).

Native American leaders were also consulted of the proposed project by the Caltrans District Archaeologist (Appendix C).

Caltrans conducted a public hearing at the Ventura County Board of Supervisor's Hearing Room in the City of Ventura on Tuesday, March 26, 2002. A court reporter was present to document the discussion taking place and any presentation by the public for the record. A total of 100 comments were received during the comment period for the circulation of the Initial Study/Environmental Assessment on the La Conchita/Mussel Shoals Access Improvement Project. Comments received and responses to comments are contained in Appendix I.

There has been much support of this project, both from elected officials and the affected communities. Those opposing the project cited increased traffic congestion and noise as the reason for their opposition although the project proposes features to mitigate these impacts.

The following issues were presented:

- Modifications to Alternative 2,
- Additional concrete barriers at Mussel Shoals for protection,
- Keeping medians open during construction,
- Oil company, Rincon Island and trucks in Mussel Shoals,
- Selection of preferred alternative
- Improvements to on- and off-ramps at Mussel Shoals and La Conchita,
- Negative impacts associated with Alternative 2,
- Construction schedule,
- Pedestrian undercrossing safety measures,
- CHP enforcement.

After extensive deliberation on the comments received, Caltrans and FHWA selected Alternative 1A and also determined that project impacts can be mitigated to a level of non-significance allowing for the approval of this Negative Declaration/Finding of No Significant Impact (ND/FONSI).

#### **RELATED ENVIRONMENTAL DOCUMENTS**

Additionally, there are various projects located on U.S. 101 and the surrounding state highways intersecting U.S. 101 for which environmental documents have been prepared. These projects are discussed (see section 2.6 Related Roadway Projects).

## **1 PURPOSE AND NEED**

### **1.1 The Purpose and Need**

The project is located in the County of Ventura in the vicinity of the communities of Mussel Shoals and La Conchita, from KP R64.0 (PM R39.8) to KP R69.4 (PM R43.1). The project proposes to enhance highway safety, provide direct pedestrian access to the beach and increase mobility in the area by connecting the communities of Mussel Shoals and La Conchita with a proposed frontage road and a below-grade undercrossing or vehicular tunnel.

Safety along this segment of expressway will be enhanced by:

- Closing the median openings at Mussel Shoals, La Conchita and Tank Farm to eliminate left-hand turn movements onto and off of U.S. 101.
- Improving the on- and off-ramps at Mussel Shoals and La Conchita by providing longer acceleration and deceleration lanes.
- Constructing a grade-separated pedestrian crossing to provide beach access from the community of La Conchita.

There are issues and concerns regarding safety in the area. Recent accidents near the median openings have the residents requesting improvements in the area. Traffic accident data is outlined later in this section. The four main issues regarding the project are as follows:

- Safety issues posed by allowing left turn movements to and from the expressway at Mussel Shoals and La Conchita and U-turn movements at Tank Farm.
- Improvements and upgrades to the on- and off-ramps at Mussel Shoals and La Conchita.
- Pedestrian crossing to access the beach.
- Increased mobility and direct access between the communities of Mussel Shoals and La Conchita.

#### **1.1.1 Operational Deficiencies**

During peak hours when traffic volumes are high on U.S. 101, left-hand turn movements onto and off of the expressway are difficult to make. Motorists are finding themselves waiting longer in order to make these movements. In addition, existing median lanes at Mussel Shoals, La Conchita and Tank Farm do not meet the current Highway Design Standards for deceleration lengths.

The existing northbound (NB) median deceleration lane length to Mussel Shoals is 160 m (525 ft) (i.e., 135 m (443 ft) exit lane with a 25 m (82 ft) transition taper). The existing NB acceleration lane length from Mussel Shoals is 220 m (722 ft) (i.e., 140 m (460 ft) entrance lane with an 80 m (262 ft) transition taper).

The existing southbound (SB) median deceleration lane length to La Conchita is 160 m (525 ft) (i.e., 110 m (361 ft) exit lane with a 50 m (164 ft) transition taper). The existing SB acceleration lane length from La Conchita is 300 m (984 ft) (i.e., 150 m (492 ft) entrance lane with a 150 m (492 ft) transition taper).

At the Tank Farm median opening, only U-turn movements are allowed. The existing SB median deceleration lane length is 175 m (574 ft) (i.e., 140 m (460 ft) exit lane with a 35 m (114 ft) transition taper). The NB median acceleration lane length is 220 m (722 ft) (i.e., 140 m (460 ft) entrance lane with an 80 m (262 ft) transition taper). The existing NB median deceleration lane length is 150 m (492 ft) (i.e., 100 m (328 ft) exit lane with a 50 m (164 ft) transition taper). The SB median acceleration lane length is 220 m (722 ft) (i.e., 130 m (427 ft) entrance lane with a 90 m (295 ft) transition taper).

At Mussel Shoals, the existing on- and off-ramps do not meet current Highway Design Standards for deceleration and acceleration lengths. A vehicle traveling at highway speed of 110 kph (68 mph) must start deceleration on the highway and exit off the existing ramp length of 50 m (164 ft) (i.e., 20 m (66 ft) exit lane with a 30 m (98 ft) transition taper). The length of the acceleration lane is 67 m (220 ft) (i.e., 17 m (56 ft) entrance lane with a 50 m (164 ft) transition taper) making it difficult for motorists to merge onto U.S. 101. There is no direct access or connection between the two communities for local circulation.

At La Conchita, there is no direct access to the beach and there have been reports of pedestrians (some with surfboards) crossing the 4-lane expressway to access the beach. A pedestrian crossing the high-speed facility is an undesirable movement. The community of La Conchita has requested a Pedestrian Undercrossing (PUC) to access the beach.

### 1.1.2 Accident Analysis

Based on the Traffic Accident Surveillance and Analysis System (TASAS) records, the following table shows the fatal, fatal plus injury, and total accident rates. In addition, the table shows accident rates at the intersections of Mussel Shoals, La Conchita and Tank Farm. The table below also shows the comparison of the statewide average accident rates for a similar facility.

**Table 1-1 Traffic Accident Surveillance and Analysis System – Accident Rates (06-01-98 to 06-01-01)**

Location	Actual			Average		
	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
<b>Project Limits<sup>1</sup></b> KP R64/R69.4 (PM R39.8/R43.1)	0.020	0.28	0.54	0.023	0.38	0.83
<b>Mussel Shoals<sup>2</sup></b> KP 65.8 (PM 40.9)	0.029	0.10	0.16	0.004	0.10	0.22
<b>La Conchita<sup>2</sup></b> KP 66.7 (PM 41.4)	0.000	0.15	0.22	0.004	0.10	0.22
<b>Tank Farm<sup>2</sup></b> KP 67.9 (PM 42.2)	0.000	0.30	0.30	0.028	0.44	0.93

Source: Caltrans District 7 TASAS October 2000

Based on TASAS records between June 1, 1998, and June 1, 2001, the following number of reported accidents and types of collisions information were gathered:

There have been a total of 106 accidents reported within the project limits. 55 of the accidents resulted in 4 fatalities and 77 injuries. The types of collisions were hit objects (47%), rear end (21%), broadside (12%), overturn (6%), sideswipe (4%), and other (10%).

At the Mussel Shoals intersection, there have been a total of 11 accidents reported. 7 of the accidents resulted in 2 fatalities and 10 injuries. The types of collisions were broadside (55%), rear end (18%), hit object (18%), and overturn (9%).

<sup>1</sup> The accident rates for the project limits are provided in accidents per million vehicle miles.

<sup>2</sup> The accident rates for the intersections at Mussel Shoals, La Conchita, and Tank Farm are provided in accidents per million vehicles.

At the La Conchita intersection, there have been a total of 15 accidents reported. 10 of the accidents resulted in zero fatalities and 14 injuries. The types of collisions were broadside (33%), hit object (27%), sideswipe (13%), rear end (13%), and other (14%).

At the Tank Farm median opening, 1 accident has been reported resulting in 1 injury. The type of collision was a rear end.

### **1.1.3 Capacity Constraints**

Traffic in the study area can also be expressed in terms of the Average Annual Daily Traffic (AADT). The AADT is about 62,000 vehicles with 7% truck volume. The summer weekend traffic is approximately 8% higher than the AADT due to recreational and interregional travel. Also, the AADT is expected to increase to 118,420 vehicles by the year 2025. Tables 1-2, 1-4 and 1-5 demonstrate the increased traffic and turning movements within the project area, which compounds the existing safety problems. Figure 1-1 shows the existing Hourly/Daily Traffic Volumes.

**Table 1-2 Average Annual Daily Traffic**

	<b>U. S. Highway 101</b>	
<b>YEAR</b>	<b>2000</b>	<b>2025</b>
<b>MFL</b>	62,000	118,420

MFL – Mixed Flow Lanes

Source: Caltrans District 7 TASAS October 2000

Roadway capacity is generally measured by the number of vehicles that can pass over a given section of roadway during a specified period of time. This capacity is usually considered in terms of Levels of Service (LOS), where levels of service represent different levels of congestion. The Highway Capacity Manual defines six levels of service “A” through “F,” where “A” represents free flow conditions and “F” extreme congestion. For areas where traffic volumes exceed level F in an adverse way, Caltrans has developed a LOS classification that includes levels “F0” through “F3” (see Table 1-3). The present LOS is “F0” (i.e., traffic density is approximately 31 vehicles-per kilometer-per lane, with an average speed of 75 km/hr (45 mph or less during peak hour)) in the northbound (NB) direction and “F1” in the southbound (SB) direction. The Average Annual Daily Traffic (AADT) for the year 2000 is approximately 62,000 vehicles per day with seven percent (7%) truck volume at 4,620 trucks per day. The peak volume is typically during summer weekends, which is approximately eight percent (8%) higher than the AADT (approximately 71,000 vehicles per day) due to recreational and interregional travel. By the year 2025, the AADT is expected to almost double and increase to approximately 118,000 vehicles per day. With the current LOS at “F0” and “F1”, the LOS for the design year 2025 is expected to be LOS “F3.”



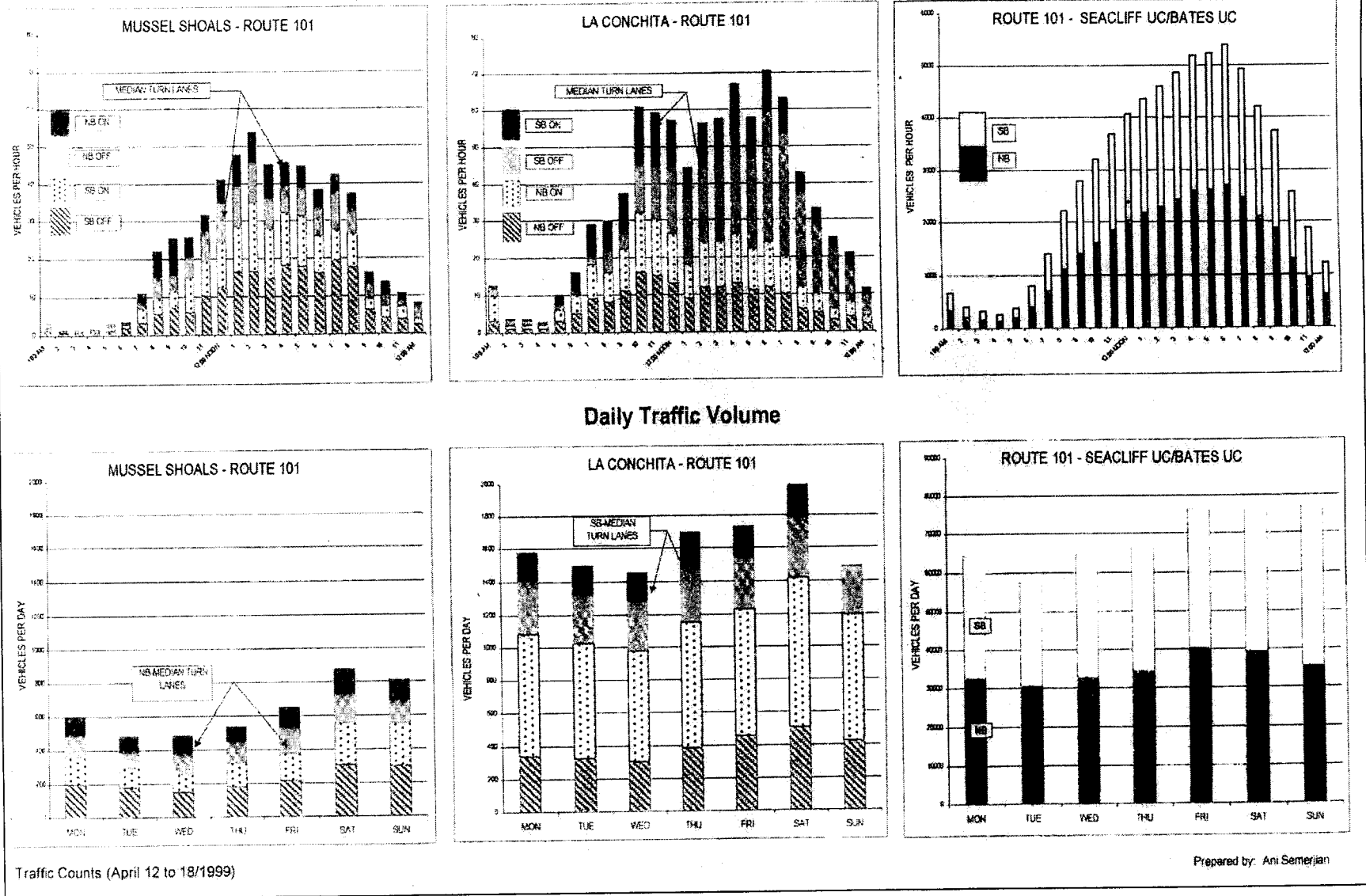


Figure 1-1  
Existing Hourly/Daily Traffic Volume

**Table 1-3 Levels of Service**

Level of Service	Description	Characteristics
A	Free Flow (Best) 55+ mph	Low volumes, high speeds, selectivity. Drivers not impaired by other traffic.
B	Stable Flow 55+ mph	Operating speeds beginning to be restricted by traffic conditions.
C	Stable Flow (Design Value) 50+ mph	Volume restricts driver's speed and maneuverability. Suitable for urban design.
D	Approaching Unstable Flow 35-50 mph	Temporary restrictions cause drop in volume speed; comfort convenience is low but tolerable for short periods of time.
E	Unstable Flow 30-35 mph	Speeds on freeway at 30 mph with momentary stoppages. Unsuitable for use in design.
F	Forced Flow < 30 mph	Low speeds, many stoppages on freeways, long queues, and long delays: Roadway becomes storage area.
F0		Congestion delay of 0-1 hour
F1		Congestion delay of 1-2 hour
F2		Congestion delay of 2-3 hour
F3		Congestion delay of more than 3 hours

Source: Caltrans District 7 TASAS October 2000

**Table 1-4 AM/PM Peak Hour Volumes Without Project**

	2000 Southbound		2025 Southbound		2000 Northbound		2025 Northbound	
	AM	PM	AM	PM	AM	PM	AM	PM
Mixed Flow Lanes								
Mainline U.S. 101	1960	2800	3750	5350	2270	2800	4340	4780
Off-ramp to La Conchita	17	40	33	77	27	40	52	77
On-ramp from La Conchita	19	15	37	29	62	19	119	37
Off-ramp to Mussel Shoals	11	20	22	39	09	13	18	25
On-ramp from Mussel Shoals	11	17	22	33	11	11	22	22

Source: Caltrans District 7 TASAS October 2000

**Table 1-5 AM/PM Peak Hour Level of Service (LOS) Without Project**

	2000 Southbound		2025 Southbound		2000 Northbound		2025 Northbound	
	AM	PM	AM	PM	AM	PM	AM	PM
Mixed Flow Lanes								
Off-ramp to La Conchita	B	D	E	F	C	C	F	F
On-ramp from La Conchita	B	C	F	F	C	C	F	F
Off-ramp to Mussel Shoals	C	D	D	F	D	C	F	F
On-ramp from Mussel Shoals	C	D	E	F	C	C	F	F

Source: Caltrans District 7 TASAS October 2000

Tables 1-6 and 1-7 represent AM/PM Peak Hour Volumes and AM/PM Peak Hour Level of Service (LOS) if the median turn lanes were closed (no access) and motorists would access La Conchita and Mussel Shoals from the frontage road, as suggested in Alternative 2. Motorists proceeding southbound (SB) on U.S. 101 would use the Mussel Shoals off-ramp and use the frontage road to access La Conchita. Motorists proceeding northbound (NB) on U.S. 101 would use the La Conchita off-ramp and use the frontage road to access Mussel Shoals. These options would compensate for the median closures.

**Table 1-6 AM/PM Peak Hour Volumes for Alternative 2**

	2000 Southbound		2025 Southbound		2000 Northbound		2025 Northbound	
	AM	PM	AM	PM	AM	PM	AM	PM
<b>Mixed Flow Lanes</b>								
<b>Off-ramp to La Conchita</b>	No Access	No Access	No Access	No Access	36	53	69	102
<b>On-ramp from La Conchita</b>	No Access	No Access	No Access	No Access	73	66	140	127
<b>Off-ramp to Mussel Shoals</b>	28	60	54	115	No Access	No Access	No Access	No Access
<b>On-ramp from Mussel Shoals</b>	28	60	58	62	No Access	No Access	No Access	No Access

Source: Caltrans District 7 TASAS October 2000

**Table 1-7 AM/PM Peak Hour Level of Service (LOS) With Alternative 2**

	2000 Southbound		2025 Southbound		2000 Northbound		2025 Northbound	
	AM	PM	AM	PM	AM	PM	AM	PM
<b>Mixed Flow Lanes</b>								
<b>Off-ramp to La Conchita</b>	No Access	No Access	No Access	No Access	C	C	F	D
<b>On-ramp from La Conchita</b>	No Access	No Access	No Access	No Access	C	C	D	F
<b>Off-ramp to Mussel Shoals</b>	A	B	C	F	No Access	No Access	No Access	No Access
<b>On-ramp from Mussel Shoals</b>	B	C	D	F	No Access	No Access	No Access	No Access

Source: Caltrans District 7 TASAS October 2000

## **2 DESCRIPTION OF THE PROPOSED PROJECT AND ALTERNATIVES CONSIDERED**

### **2.1 Existing Facility and Setting**

Originating in the City of Los Angeles, U.S. 101 is a primary north-south route extending towards northern California. In general, the highway is along the coastline. This segment of highway connects the City of Ventura to the City of Santa Barbara.

In the vicinity of Mussel Shoals and La Conchita, U.S. 101 presently operates as a four-lane expressway. This segment of expressway is a facility described as follows: Asphalt Concrete (AC) traveled ways are 3.6 m (11.8 ft) wide with 2.4 m (7.9 ft) wide AC outside shoulders. The paved inside shoulders are 1.8 m (5.9 ft) wide. The median width varies from 8.5 m (27.9 ft) to 14 m (50 ft) and contains a single row of double thrie beam median barrier. Within this segment of U.S. 101, there are median openings for left-hand turn movements at Mussel Shoals KP 65.8 (PM 40.9) and La Conchita KP 66.7 (PM 41.4) and for U-turn movements at Tank Farm Road KP 67.9 (PM 42.2). No U-turn movements are allowed at the Mussel Shoals and La Conchita median openings. At the Tank Farm median opening, only U-turn movements are allowed. Adjacent to the southbound (SB) lanes from KP 66.5 (PM 41.3) to KP 69.7 (PM 43.3), there are 6.5 m (21.5 ft) between the outside edge of traveled way and the face of the concrete barrier. This area includes a 1.5 m (5 ft) wide bike lane, a 1.5 m (5 ft) "No Parking" strip, and a 3.5 m (11.5 ft) parking lane. Outside the project limits to the north and south, U.S. 101 operates as a 6-lane freeway.

A Union Pacific Railroad track runs parallel to the expressway, approximately 15 m (49 ft) east of the northbound edge of traveled way of U.S. 101 and 19 m (62 ft) from the western edge of traveled way of a frontage road in La Conchita. The railway property varies in width, from approximately 25 m (82 ft) to 56 m (184 ft), within the project area. Approximately 20 railway trips are made each day.

There is a below-grade intersection at Ocean Avenue in Mussel Shoals. This intersection has northbound (NB) deceleration and acceleration lanes in the median area for the left turn and southbound (SB) deceleration and acceleration lanes in the median area for the left turn and SB deceleration and acceleration lanes in the right shoulder area for the right turn. There is another below-grade intersection at Santa Barbara Avenue in La Conchita that has NB deceleration and acceleration lanes in the right shoulder area for the right turn and SB deceleration and acceleration lanes in the median area for the left turn. There is a third intersection with deceleration and acceleration lanes in the median in both directions at the Tank Farm Road, 0.64 km (0.4 miles) north of La Conchita. This intersection is used for U-turns and SB left turns. It also has NB deceleration and acceleration lanes in the right shoulder area for right turns.

#### Non-Motorized Features

There is an existing bicycle lane within the project limits. It is a 1.5 m bike lane adjacent to the edge of traveled way on the outside shoulder of the southbound lanes from KP 66.5 (PM 41.3) to KP 69.7 (PM 43.3). This bicycle lane may be temporarily closed during construction; however, alternate routes and advance public notice would be made. On completion of the project, the existing configuration with the bicycle lane on the outside shoulder will be reinstated.

### **2.2 No-Action Alternative**

The No-Action Alternative would consist of no improvements in access to the communities of La Conchita and Mussel Shoals. The infrastructure in the project area would remain as it now exists and the current traffic and safety conditions would continue. The No-Action Alternative would prevent adverse environmental impacts, but it would not improve the existing safety problems of this non-standard section of U.S. 101.

### **2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)**

This alternative proposes to improve safety in Mussel Shoals and La Conchita for both drivers and pedestrians through the following features:

- Improve on- and off-ramps at Mussel Shoals and La Conchita
- Close median openings at Mussel Shoals, La Conchita and Tank Farm
- Construct Pedestrian Undercrossing (PUC) or Pedestrian Overcrossing (POC)

Alternative 1 proposes to close the median openings at Mussel Shoals, La Conchita, and Tank Farm and to lengthen the southbound (SB) on- and off-ramps at Mussel Shoals (see Figure 2-1 and 2-2). The existing metal beam guard railing will remain. The median closing barrier will be designed to Caltrans Standards and will conform to the existing metal beam guard railing. The ramps at the intersection of Mussel Shoals will be lengthened to improve the deceleration and acceleration distances. This will require widening of U.S. 101 near Mussel Shoals with retaining walls.

Closing the median openings would eliminate conflicting turning movements within this segment of the expressway. Northbound (NB) motorists desiring to access Mussel Shoals would exit at the Bates Road Interchange then head south. Southbound (SB) motorists desiring to access La Conchita would exit at the Seacliff Interchange then head north. However, emergency median openings would provide access for emergency and law enforcement vehicles only. Details of these openings will be addressed and designed during the final design phase.

Alternative 1 provides pedestrians direct access to the beach by way of a grade-separated crossing (i.e., undercrossing or overcrossing). The facility, crossing the expressway and the railroad at La Conchita, will address disability issues in accordance with the Americans with Disability Act (ADA).

Preliminary discussions with the California Coastal Commission (CCC) have revealed that there are some features of this project that may be looked upon favorably. These include an increased beach area by eliminating sideslopes with retaining walls and safer direct pedestrian access to the beach. Alternative 1 will include one of the two options for pedestrian access.

- 1A: Construct Pedestrian Undercrossing (PUC) Tunnel (See Figure 2-3 and 2-5) **(Preferred Alternative)**.
- 1B: Construct Pedestrian Overcrossing (POC) Bridge (See Figure 2-4 and 2-5).

The Project Development Team selected Alternative 1A as the preferred alternative on June 3, 2002. This alternative proposes to construct the Pedestrian Undercrossing (PUC), upgrade the ramps at Mussel Shoals and La Conchita, and close the three median openings at Mussel Shoals, La Conchita and Tank Farm. The project cost estimate for Alternative 1A is \$12,300,000. This estimate includes right of way and utility relocation of \$20,000 and construction of highway and structural items of \$12,280,000. This alternative will require a maintenance agreement between the State and the County of Ventura for the PUC.

### **2.4 Alternative 2 – Frontage Road**

Improvements proposed in Alternative 1 are *included* with the following improvement for Alternative 2:

- Construct 0.8 km (0.5 mile) of frontage road from La Conchita to the south (see Figure 2-6) and construct a vehicular (tunnel) undercrossing connecting Mussel Shoals and La Conchita at Ocean Avenue (see Figure 2-7).

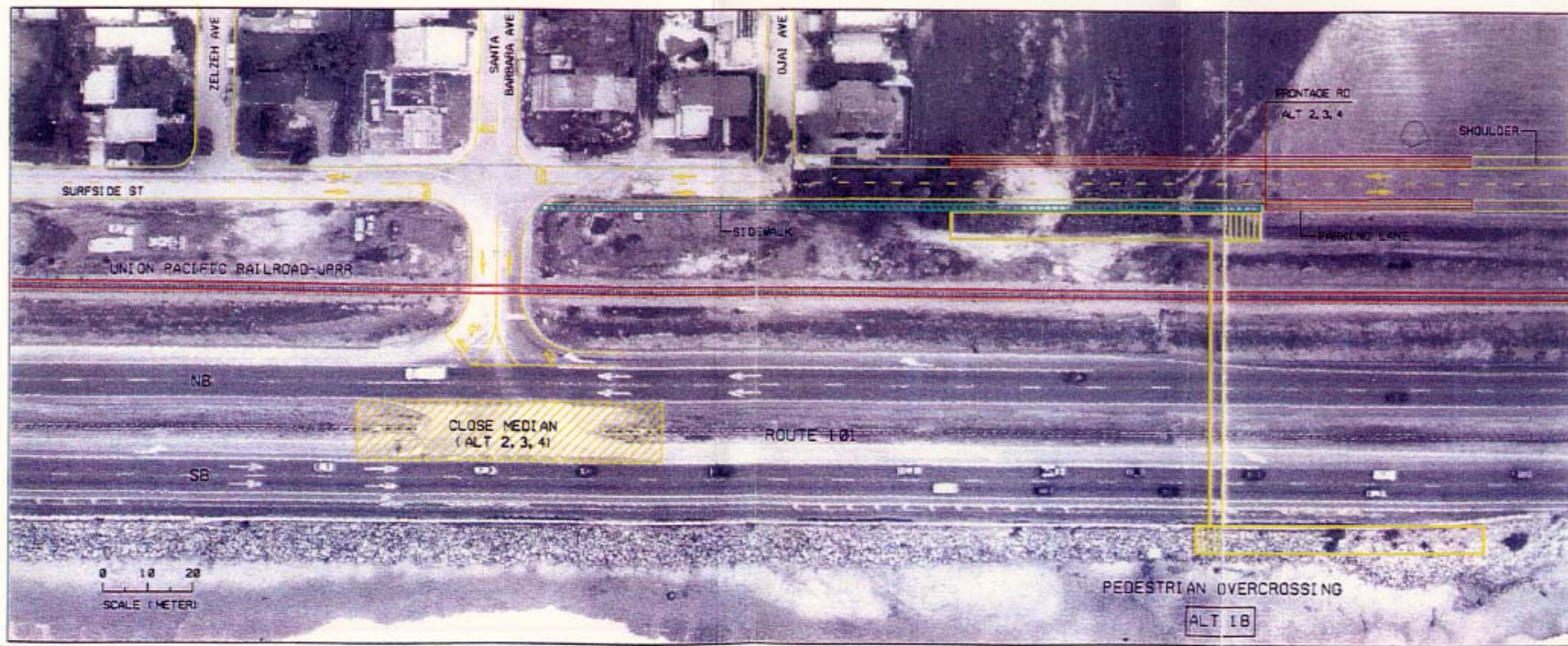
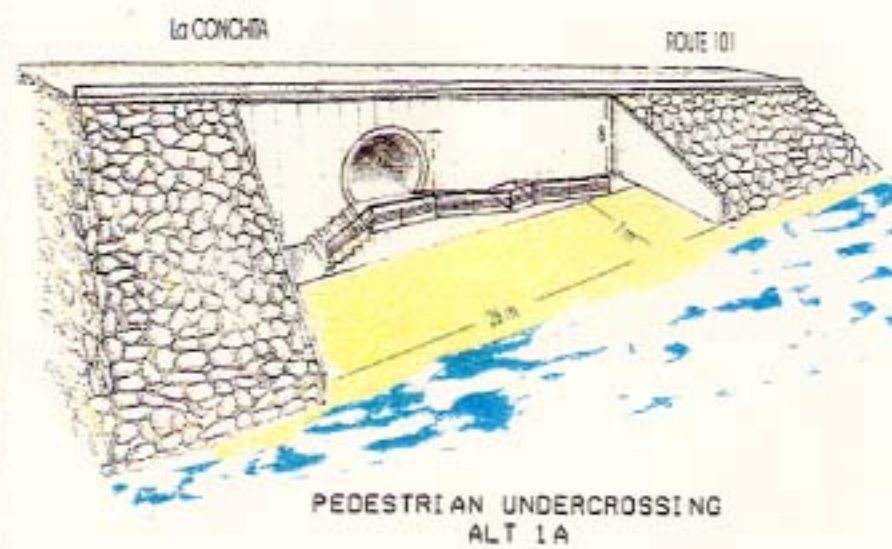
Closing the medians at Mussel Shoals, La Conchita, and Tank Farm will require motorists to make some alterations to their driving patterns. Passenger cars headed north may exit at La Conchita and use the frontage road and proposed undercrossing at Ocean Avenue to access Mussel Shoals. Passenger cars headed south may exit at Mussel Shoals and use the proposed undercrossing at Ocean Avenue and frontage road to access La Conchita.

Currently, the northbound (NB) entrance into La Conchita is signed for No Trucks. No trucks will be permitted through the proposed vehicular undercrossing (tunnel) at Mussel Shoals. Large trucks headed NB will have to use the Bates Road Interchange then head south to Mussel Shoals. Large trucks headed southbound (SB) will use the Seacliff Interchange to get to La Conchita.



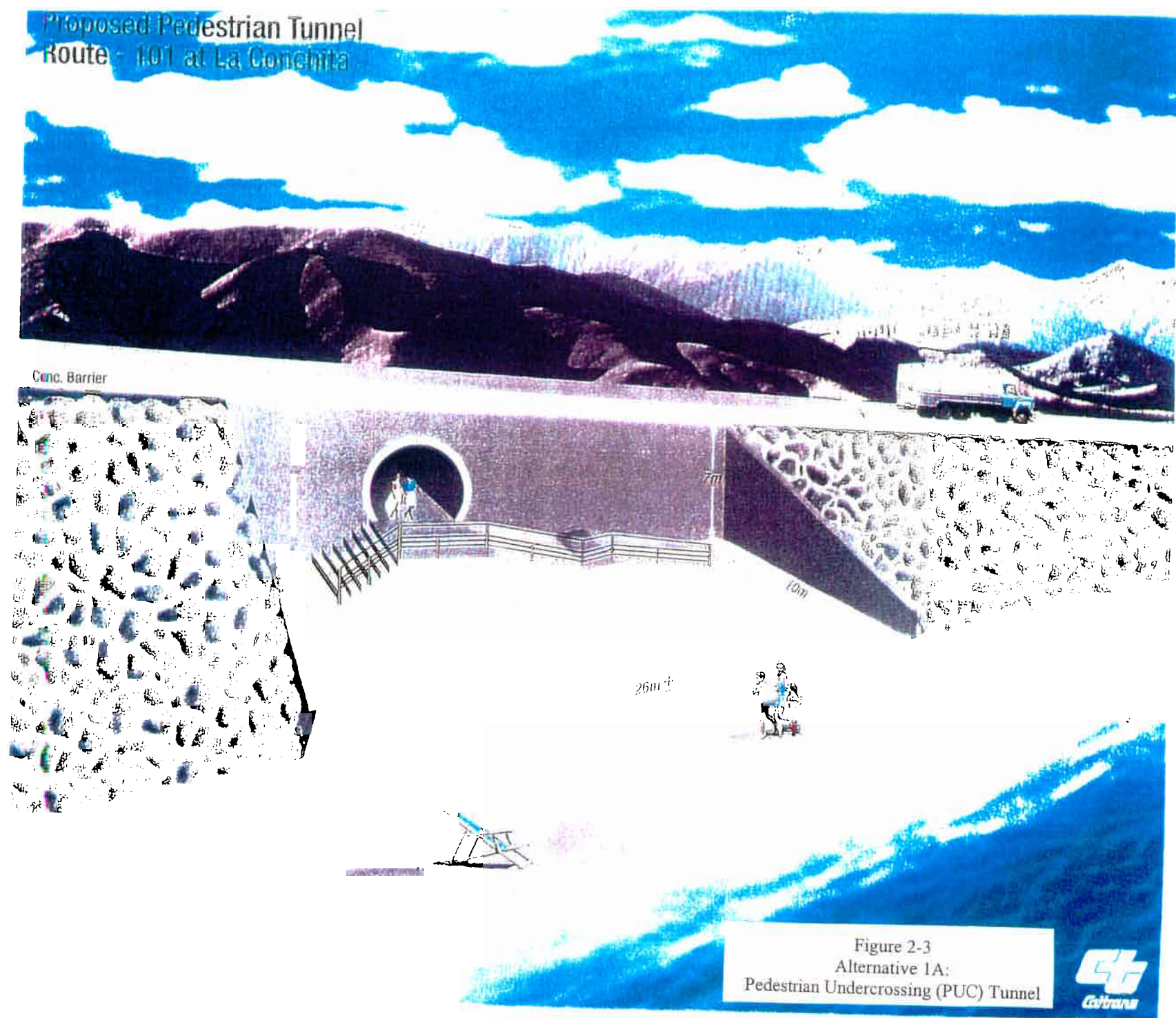
DIST	COUNTY	ROUTE	KILOMETER POST	SHEET
07	VEN	101	64.8/69.5	7 - 8

Figure 2-2  
 Alternative 1:  
 La Conchita Project Study Plan





# Proposed Pedestrian Tunnel Route - 101 at La Conchita





# Proposed Pedestrian Over-Crossing Route 101 at La Conchita



Figure 2-4  
Alternative 1B:  
Pedestrian Overcrossing (POC) Bridge





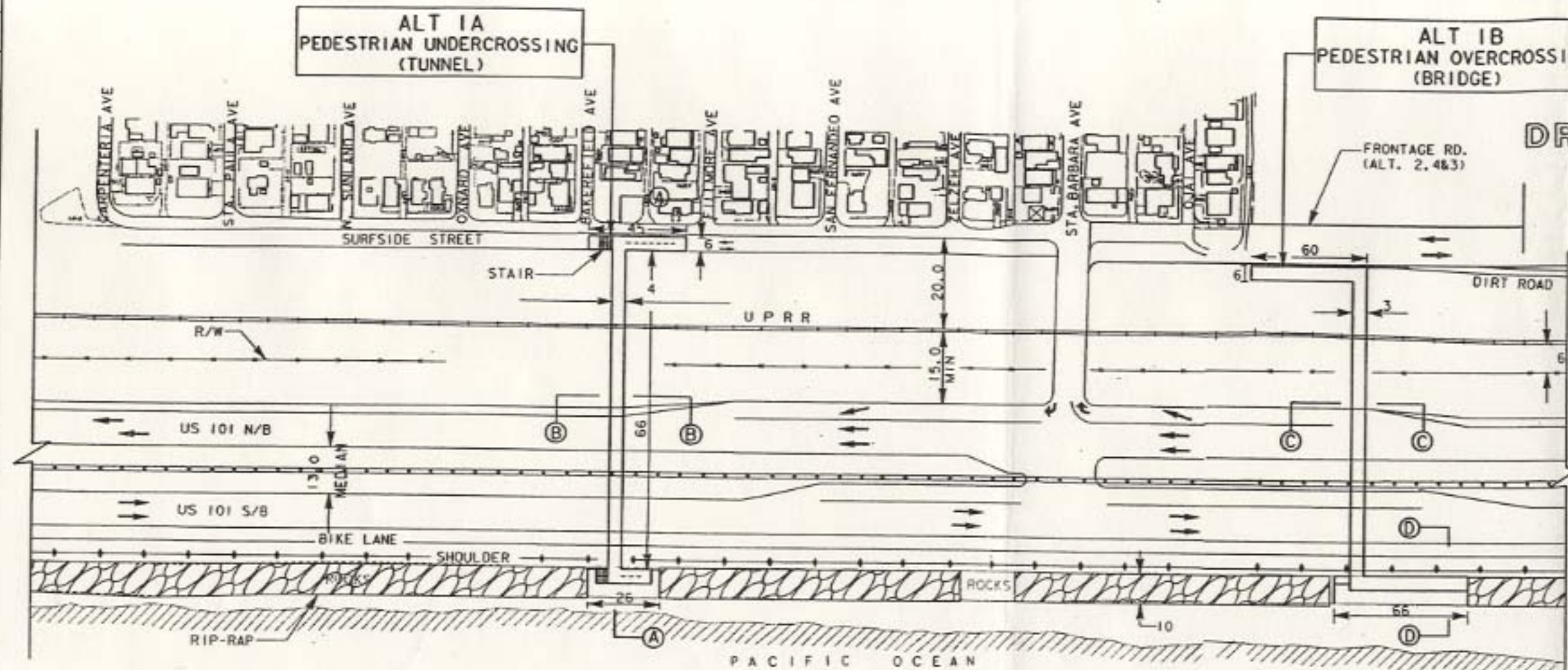
# ALTERNATIVE 1 LA CONCHITA



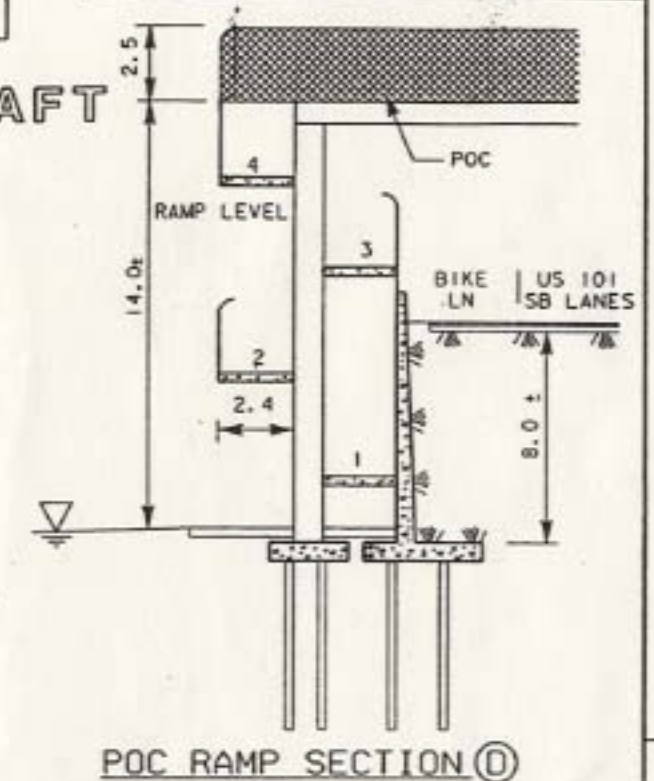
DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	VEN	101	KP 64.0/69.4	3	8

ACCESS IMPROVEMENT PROJECT  
MUSSEL SHOALS - LA CONCHITA  
ROUTE 101

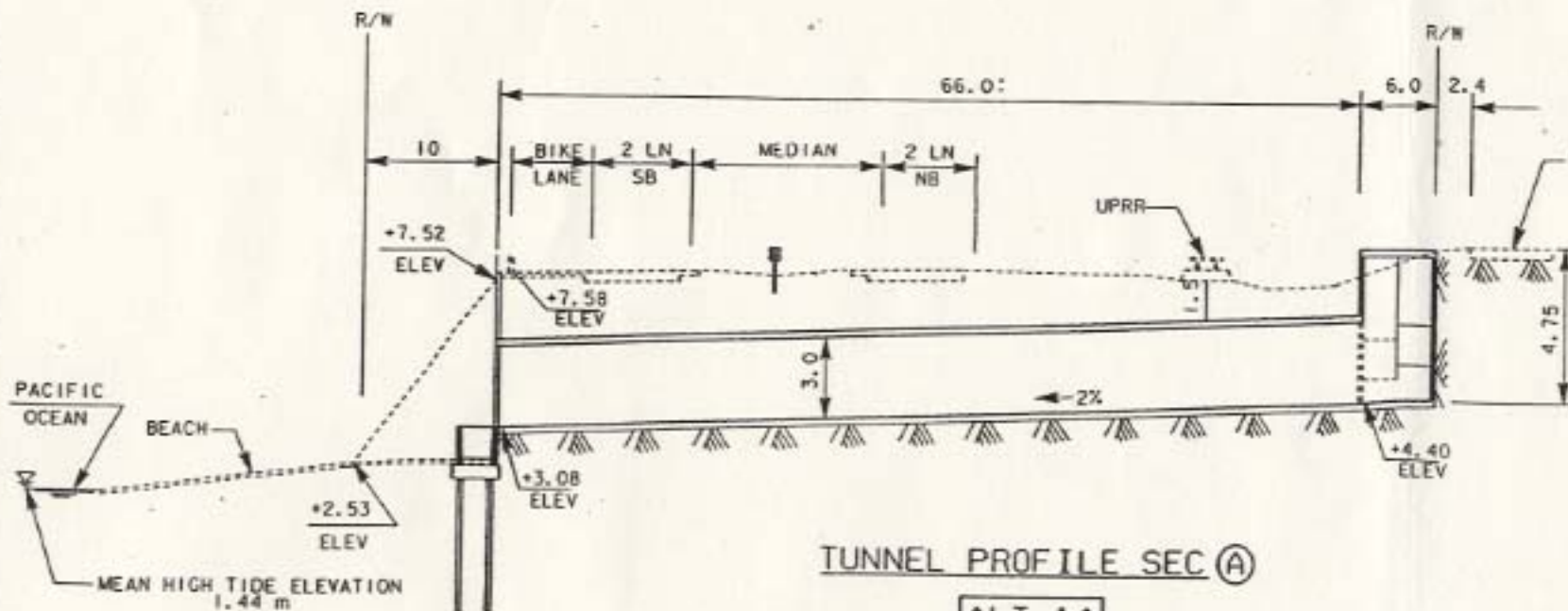
## ALTERNATIVE 1 LA CONCHITA



DRAFT

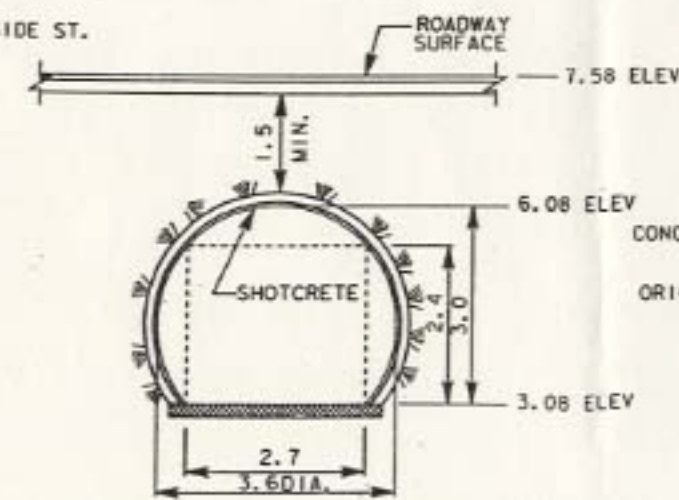


ALT 1B

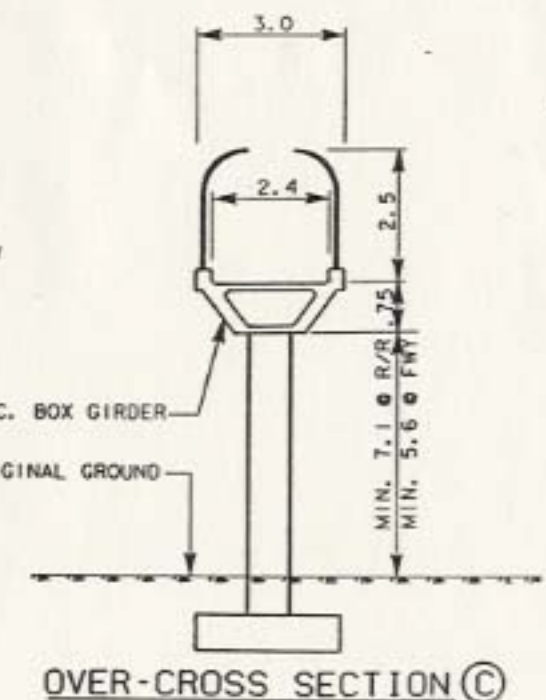


TUNNEL PROFILE SEC (A)

ALT 1A



TUNNEL SECTION (B)



OVER-CROSS SECTION (C)

Figure 2-5  
Alternative 1:  
La Conchita Project Study Plan

DIST	COUNTY	ROUTE	SECTION	DATE
07	VEN	101	KP 64/67	4 8

ACCESS IMPROVEMENT PROJECT  
 MUSSEL SHOALS - LA CONCHITA  
 ROUTE 101

# ALTERNATIVE 2

ALTERNATIVE 2

DRAFT

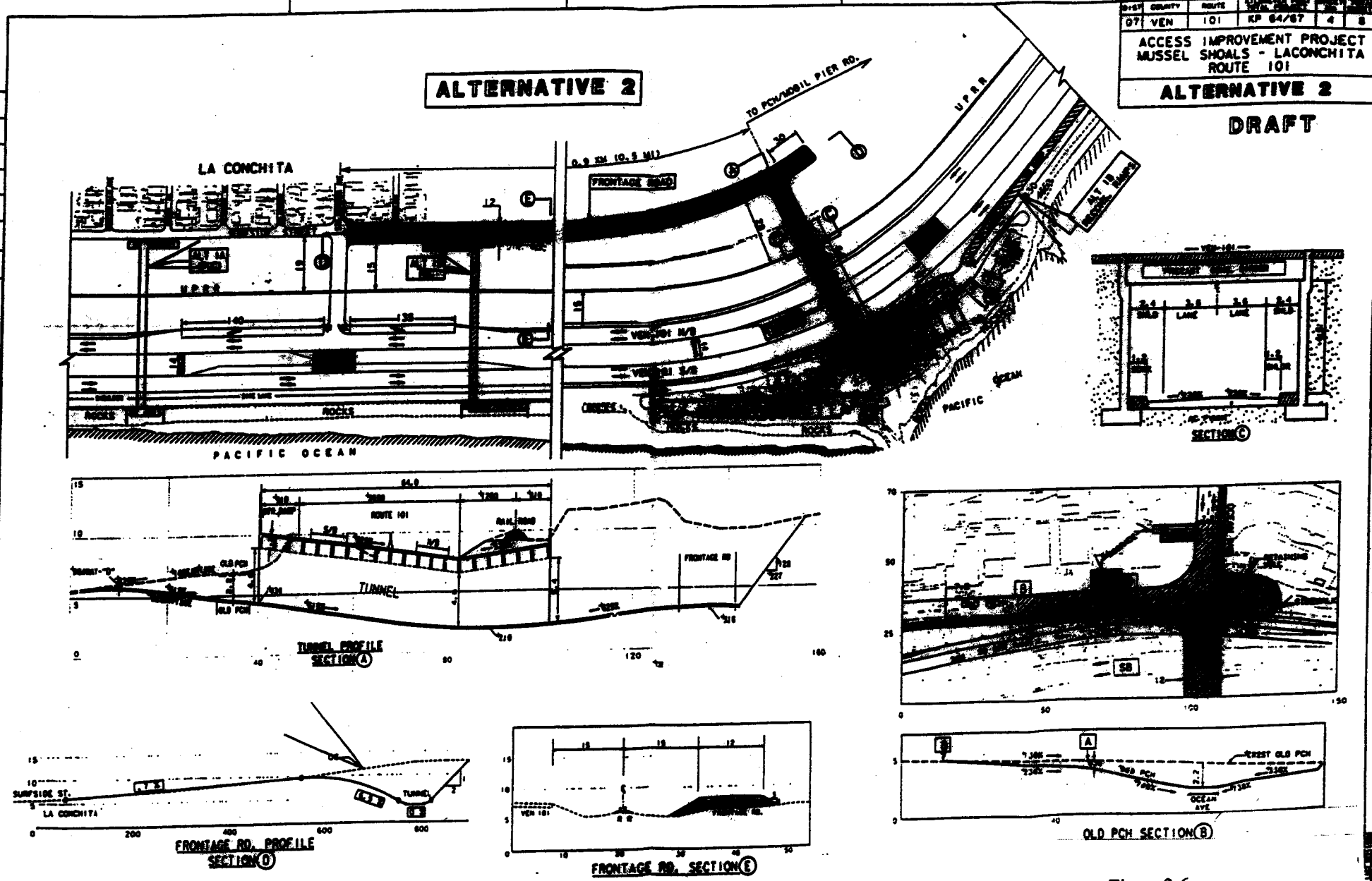


Figure 2-6  
 Alternative 2:  
 Frontage Road Project Study Plan



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 D-7 OFFICE OF PROJECT STUDIES

PROJECT ENGINEER  
 FREI J MARKAR

PROJECT STUDY PLANS  
 DRAWING BY: FARES BOUTROS

DATE  
 9/99

LA CONCHETA - MUSSEL SHOALS ACCESS IMPROVEMENT PROJECT	DIST	COUNTY	ROUTE	KILOMETER POST	SHEET
	07	VEN	101	64.8/69.5	8 - 8

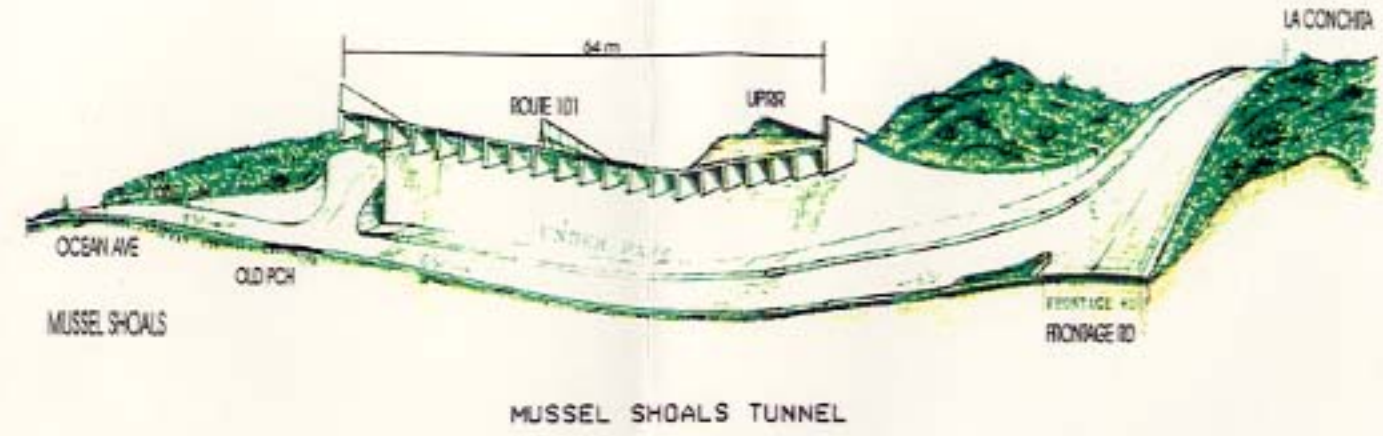
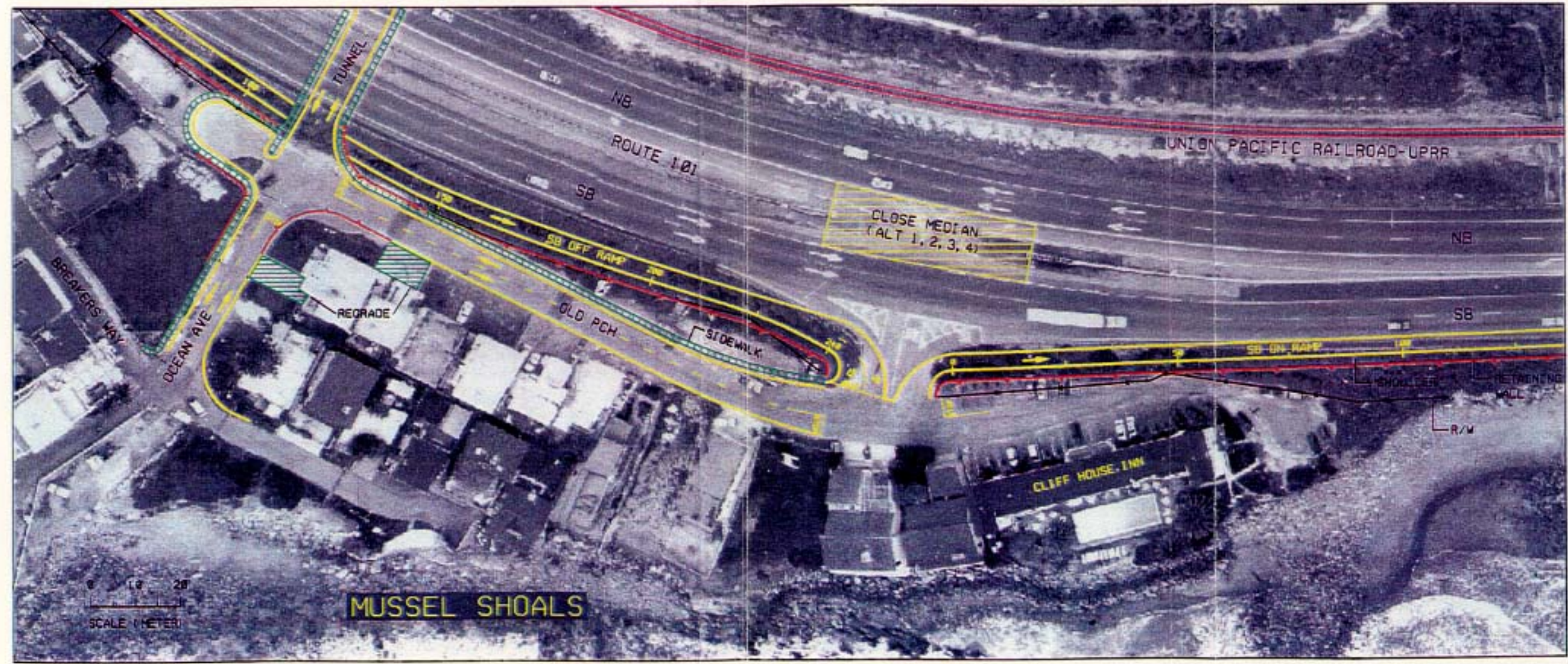


Figure 2-7  
 Alternative 2:  
 Mussel Shoals Vehicular Tunnel





## **2.5 Alternatives No Longer Under Consideration**

The following alternatives were rejected after consideration by the Project Development Team. At this time, the rejected alternatives are not considered feasible to be proposed for this project.

### **2.5.1 Alternative 3**

Improvements proposed in Alternative 2 are included with the following improvements for Alternative 3:

- Extend the proposed frontage road in Alternative 2 to Mobil Pier Road
- Close ramps at Mussel Shoals

#### PCH-Railroad Crossing Alternatives:

The extension of the frontage road requires a railroad crossing which can be achieved by one of the following two options:

3A: Construct an At-Grade Crossing

3B: Construct an Overhead Bridge for a Grade-Separated Crossing

This alternative is rejected for the following reasons:

- Right of Way Costs and Impacts (i.e., Acquisitions, Utilities and Railway);
- Environmental Impacts (i.e., Biological and Cultural);
- Higher structure costs resulting from acute angled railway crossing or creation of new at-grade railway crossing;
- Additional retaining wall cost.

### **2.5.2 Alternative 4**

Proposals for Alternative 4 include the following:

- Realign U.S. 101 and relocate Union Pacific railroad towards the east
- Close existing median openings at Mussel Shoals, La Conchita, and Tank Farm
- Construct a pedestrian crossing at La Conchita (Alternative 1A or 1B)
- Convert the existing 4-lane expressway to 6-lane freeway from 1.9 km (1.2 miles) north of Seacliff Interchange to 0.5 km (0.3 miles) south of the Bates Ave Overcrossing.
- 4A: Construct an Overcrossing Interchange at Mussel Shoals.
- 4B: Construct an Undercrossing Interchange at Mussel Shoals.
- 4C: Construct an Undercrossing Interchange at Mussel Shoals (Alternative 4B) and reconstruct the median from Mussel Shoals to the Bates Road Interchange to include 3 lanes in each direction.

This alternative is rejected for the following reasons:

- Environmental Impacts (i.e., Biological and Cultural);
- Right of Way Cost and Impacts (i.e., Acquisitions, Utilities and Railway);
- Alternative 4 significantly exceeds the project's scope;
- Increased structures cost;
- Increased retaining wall cost;
- Further delay in implementing a solution.

## **2.6 Related Roadway Projects**

The proposed Pedestrian Separation and Operational Improvement Study near La Conchita and Mussel Shoals in this IS/EA is identified in the Draft 2000/01 – 05/06 Regional Transportation Improvement Program (RTIP) prepared by the Southern California Association of Governments (SCAG).

Presently there are three transportation projects, either programmed or to be programmed, in the State Highway Operations Protection Program (SHOPP) that extend within the limits of this project:

- |   |   |
|---|---|
| 1. EA 17480K: Replace Drainage Culverts | VEN 101 (KP 67.42/67.80) – To be programmed |
| 2. EA 183601: Install Thrie Beam        | VEN 101 (KP 50.70/65.20) – Programmed       |
| 3. EA 19300K: Pavement Rehabilitation   | VEN 101 (KP 59.50/64.90) – To be programmed |

### **3 AFFECTED ENVIRONMENT**

#### **3.1 Topography and Geology**

Regionally, the project site is located on the southerly slope of Rincon Peak on the southwestern flank of the Red Mountain anticline in northwestern Ventura County. The site lies along the south central portion of the Santa Ynez Mountains uplift in the western Transverse Range structural province of southern California. Regional uplift, folding and thrusting of the western Transverse Range is the result of crustal shortening on a mid-crustal depth regional decollement and the associated series of blind and emergent thrust faults. Structurally, this province is characterized by very rapid crustal shortening, as much as 23 mm/yr in the last two million years. In addition to being affected by the regional uplift, the area is crossed by one of these emergent thrusts, the Red Mountain fault zone.

Locally, the existing freeway is situated and constructed entirely over alluvial sediments consisting of gravel, sand and silt with numerous shell fragments. Pliocene sediments of the Pico formation underlie this alluvial material.

A boring log drilled (B-1) in 1968 for a foundation report prepared by Caltrans (Division of Highways), for the Mobil Pier Road Undercrossing No. 52-328 R/L at KP 63.6, indicates that sediments consist of very dense, blue gray, fine to medium grained friable, poorly cemented, sandstone. No groundwater was recorded at that time.

#### **3.2 Seismicity**

The project is located in a seismically active area (see Figure 3-1: Fault Location Map). The Red Mountain fault zone which is characterized by very rapid crustal shortening (23mm/yr) crosses the project area. The Red Mountain Fault is located approximately 0.6 km (0.4 mi) north of the proposed La Conchita pedestrian tunnel.

#### **3.3 Tsunamis**

Tsunamis are large ocean waves generated by rapid changes in elevation of large masses of earth and ocean (i.e. earthquakes, submarine volcanic eruptions and large submarine landslides). The effects of tsunamis can be greatly amplified by the configuration of the local shoreline and bottom of the sea. The earthquake of 1812 was associated with the largest tsunami ever reported in California. The wave may have reached land elevations of 15.2 m (50 ft) at Gaviota, 9.1 m – 10.7 m (30–35 ft) at Santa Barbara, and approximately 4.6 m (15 ft) at Ventura. The project vicinity site is located in a low damage potential area.

#### **3.4 Hazardous Waste**

Caltrans coordination with Ventura County has indicated possible hazardous waste sites in the project vicinity. A solid waste disposal site, a gas station located in La Conchita, Mobil Rincon and Phillips Petroleum are possible hazardous waste sites. The Caltrans Hazardous Waste Unit performed an Initial Site Assessment in July 2001 to investigate the level of hydrocarbons in the native soil and to determine if other hazardous materials are present.

There is potential for contamination from aerially deposited lead from vehicular emissions along U.S. 101 on the six proposed right-of-way parcels. Additionally, one of the proposed right-of-way parcels contains known soil and groundwater contamination associated with past fuel releases from underground storage tanks. Three underground storage tanks are present at the gas station (6905 Surfside Street) in La Conchita. The leaking tank has since been removed and remediation of the contamination is currently ongoing.

# DISTRICT 7

Los Angeles & Ventura Counties

## Fault Locations Map Ventura & Vicinity

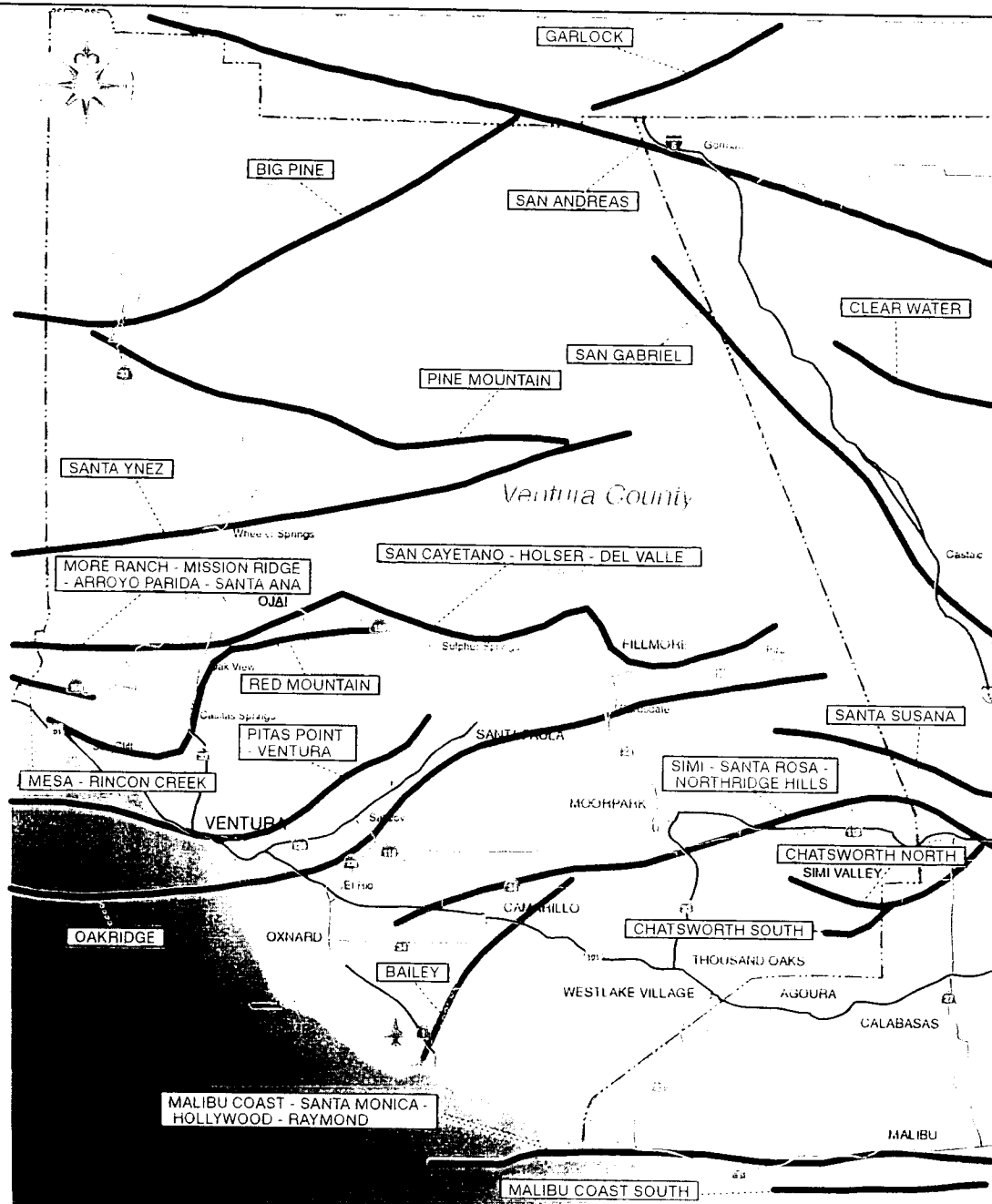


FIGURE 3-1  
FAULT LOCATION MAP

### LEGEND

- Late Quaternary Faults
- HIGHWAYS
- Traversable State Highways
- INTERSTATE
- U.S.
- STATE
- Route Adopted
- Route Proposed
- RAILROADS
- Rapid Transit
- Other Lines
- AIRPORTS
- Commercial
- Military
- Port
- Defense





An Initial Site Assessment (ISA) of the subject property and adjoining properties was conducted by the consultant CH2M HILL. [Based on their record review and site reconnaissance] the following summary of findings and conclusions are made regarding the subject.

During the site reconnaissance the following features were observed:

1. No hazardous substances were observed, used or stored at the subject property.
2. No evidence of current or historical on-site hazardous waste disposal activities were observed at the subject property.
3. Three underground storage tanks (USTs) are present at the gas station (6905 Surfside Drive) located on subject property. This property has known soil and groundwater contamination associated with past fuel release from one of the USTs. The leaking UST has since been removed and remediation of contamination is currently ongoing.
4. Three concrete-lined pits were observed on the East Side of the Union Pacific Railroad. The pits measured 1.52 m (5 ft) wide by 2.44 m (8 ft) long by 1.52 m (5 ft) deep. Two of the pits had metal covers. The pits housed valves associated with underground petroleum pipelines that are adjacent to Mussel Shoals, approximately 60 m (196.9 ft) east of the railroad. The structural integrity of the pits could not be determined during the site reconnaissance.
5. Pole-mounted transformers were observed in the community of La Conchita within the subject property and along the Union Pacific Railroad. No polychlorinated biphenyls (PCBs)—free stickers were observed on these transformers and therefore it could not be discerned whether or not the transformer contains PCB. No evidence of discharge from the transformers was observed.
6. The six proposed right-of-way parcels are located adjacent to U.S. 101, which has been in operation since 1954. These parcels may be impacted with aerially deposited lead (ADL) from vehicular emissions along U.S. 101.
7. The Union Pacific Railroad at the subject property has wooden railroad ties which are typically treated with creosote and may impact the soil along the railroad. The hazardous materials impacts on the proposed site would be determined during final design.
8. A rail lubricator was observed on the west side of the Union Pacific Railroad, approximately 155 m (508 ft) south of the Santa Barbara Avenue railroad crossing. Grease was evident on the gravel and soil in the vicinity of the rail lubricator.
9. No interviews were conducted during the site reconnaissance. However, Mr. Dave Golles (CH2M HILL) talked with Mr. Tony Alvis (805-684-2113), the caretaker of the empty parcel (APN 060-050-17-0), which is currently used for grazing animals and according to him, neither one of the proposed right-of-way parcels (APN 060-076-27-5 or 0606-076-10-0) used to have USTs. This information could not be substantiated with any of the historical or agency information.

### 3.5 Biological Resources

There are biological resources present within the project area. This information has been derived from a Caltrans biological investigation. The detailed results are presented in the *Natural Environmental Study Report, La Conchita Mussel Shoals Access Improvement Project*. As part of this report, Caltrans biologists conducted a general field survey of the project area on May 3, 2000, and a bird/plant survey on May 18, 2000.

The Natural Environmental Study Report (NESR) was prepared using the results from a literature search, including information from the California Natural Diversity Database (CNDDB) of sensitive biological resources in the area and a biological field survey of the area. Dominant plant species and vegetation types were identified; wildlife were observed by sight, sound, tracks, and other signs.

#### Existing Levels of Disturbance

As nearly all of the biological resources within the area of potential effect are located on the inland side of U.S. 101, this is the area discussed in the following two paragraphs.

Level of disturbance is greatest adjacent to La Conchita. The proposed frontage road crosses a parcel of land used for grazing, primarily by horses. The land has been overgrazed in many cases and is dominated by ruderal vegetation.

To the south of La Conchita, vegetation becomes increasingly less disturbed. The ruderal vegetation gradates to a coastal sage scrub community. This changes to a willow/mulefat riparian community in the vicinity of Mussel Shoals. With the decreasing level of disturbance proceeding southbound from La Conchita, the value of the biological resources increases.

#### 3.5.1 Biological Communities

This project is located on the coastline, in an area where the Coastal Mountain Range abuts the Pacific Ocean. The overall area includes two small rural communities. Adjacent to these two small towns is land at the toe of the mountain range which is used for low intensity grazing for horses and donkeys. In addition, oil exploration also occurs at various locations along the coastline.

There are three general ecological plant communities in the overall proposed project area, including coastal sage scrub, mulefat riparian and intertidal. The coastal sage scrub and mulefat riparian communities are dominant in regards to acreage within the project limits. As a result, the impact to these two communities will be greatest and the following discussion focuses on these plant communities.

##### Coastal Sage Scrub

Coastal sage scrub is the dominant plant community along the Coast Range in Ventura County. Within the general project area, the coastal sage scrub community covers the mountains and large sections of the toe of the slope. Within the project area, coastal sage scrub lies west of La Conchita on the inland side of U.S. 101.

Directly west of La Conchita, on the inland side, there is a parcel set aside for grazing. This parcel is severely degraded. The parcel was historically coastal sage scrub, but has been reduced to mostly annual grasses and various other ruderal species, such as sweet fennel (*Foeniculum vulgare*) and milk thistle (*Silybum marianum*) with patches of saltbush (*Atriplex lentiformis*) and giant wild rye (*Elymus*).

South of the grazed parcel, there is a healthier coastal sage scrub community with an increased plant diversity. The dominant species include coyote bush (*Baccharis pilularis*), giant wild rye (*Leymus conleusatus*), and California sage (*Artemesia californica*).

Bird life in the coastal sage scrub community is typical of an area near human disturbance, populated by pigeons (*Columba livia*), house finches (*Carpodacus mexicanus*) and morning doves (*Zenaida macroura*). Red winged blackbirds (*Agelaius phoeniceus*) were also noted.

#### Willow/Mulefat Riparian

On the eastside of U.S. 101 across from Mussel Shoals, the coastal sage scrub community gives way to a mulefat/willow riparian plant community. This plant community seems to exist due to manipulation of topography by humans. This willow riparian plant community occurs due to a large berm running parallel to U.S. 101 and the railroad. This berm has trapped runoff from the nearby mountains which would have ordinarily flowed to the ocean. This has caused water to settle in the area between the toe of slope of the nearby mountains and the berm. The berm was created to protect the railroad and to a lesser extent U.S. 101. This has created conditions that are appropriate for riparian community development. This plant community is dominated by arroyo willow (*Salix salicifolia*) and mulefat (*Baccharis glutinosa*). This area should be considered high quality due to the lack of exotics, and its extent, which is not linear but actually encompasses a large basin area.

#### Intertidal

The tidal interface is sharp, narrow and rugged in the location of this project. U.S. 101 runs directly parallel to the coast as it passes by La Conchita, which lies on the inland side of the highway. This portion of the coastline is dominated by riprap used to protect the slope of the highway. There is no existing plant community along this stretch of coastline. Further south, the community of Mussel Shoals comes in between the coast and the highway.

### 3.5.2 Wildlife

Consultation with the U.S. Fish and Wildlife Service and the California Department of Fish and Game resulted in the identification of the following potentially sensitive species inhabiting the coastal area.

Table 3-1 Sensitive Wildlife Species

Common Name	Scientific Name	Federal/State Status	Survey Results
San Diego Desert Woodrat	<i>Neotoma lepida intermedia</i>	None/SSC	Species not observed
San Diego Horned Lizard	<i>Phrynosoma coronatum blainvillei</i>	None/SSC	Species not observed
Least Bell's Vireo	<i>Vireo bellii pusillus</i>	E/SE	Species not observed

#### LEGEND:

E = Federally Endangered Species

SE = State Endangered Species

SSC = State Species of Concern

Source: Caltrans District 7: Natural Environment Study January 2001

#### San Diego Desert Woodrat (*Neotoma lepida intermedia*)

(State Status: Species of Concern, Federal Status: None)

This mammal species is found in rocky outcrops, as well as rocky cliffs or slopes. It prefers coastal dune scrub with large patches of beavertail cactus (*Opuntia spp.*) and components of *Encelia californica*, *Rhus ovata*, and *Baccharis pilularis*. The San Diego Desert Woodrat has been found adjacent to the railroad tracks near Punta Gorda and can be assumed to be present in the project area, but Caltrans surveys have not observed the San Diego Woodrat in the project area.

**San Diego Horned Lizard (*Phrynosoma coronatum blainvillei*)**

(State Status: Species of Concern, Federal Status: None)

The San Diego Horned Lizard is a state species of concern but is not listed federally. This species occurs in a variety of habitats where there are open areas of loose soil and scattered low brush and is found below 1800m (5906 ft) in the mountains of southern California, exclusive of desert regions. This species inhabits open country, especially sandy areas, washes, floodplains and wind-blown deposits in a wide variety of habitats found chiefly below 900m (3000 ft). The San Diego Horned Lizard avoids extreme heat, choosing to bask in the early morning sun. This species burrows into loose soils to avoid heat and predators. Lastly, this species hibernates in burrows under logs, rocks or crevices. This species has the potential to be present along the proposed frontage road due to lack of disturbance and friable sandy soil.

**Least Bell's Vireo (*Vireo bellii pusillus*)**

(State Status: Endangered, Federal Status: Endangered)

The Least Bell's vireo is a once common songbird that is now restricted to scattered riparian habitats in Southern California. The vireo is typically present in California between March and August and requires areas of dense willow thickets for breeding. It is generally found in willows and other low, dense valley foothill riparian habitats (willow, cottonwood, baccharis and wild blackberry). This species is found at elevations up to 610 m (2001 ft). The vireo eats certain fruits and gleans insects from foliage and branches usually within 2.5 m (8.2 ft) from the ground. They usually nest from March through the end of August. This species is a summer resident of Southern California. The vegetation within the project area does meet the habitat requirements of the Least Bell's vireo.

**3.5.3 Wetlands**

During a general field survey conducted on October 18, 2000, a wetland habitat was discovered. A focused wetland delineation survey was conducted on September 21, 2001. Wetlands are defined as areas of land which, either permanently or seasonally, are wet and support specifically adapted vegetation. To regulate activities in wetlands, federal and state agencies have developed specific definitions and methods for identifying wetland boundaries. Identification methods, which vary among the agencies, focus on hydrologic, soil and vegetative parameters. For sites to be identified as federal wetlands they must have specific indicators of wetland conditions for each of these three parameters, but state wetlands only need one parameter. NEPA/404 may be required in the case to where wetlands are involved.

Approximately parallel to Mussel Shoals, on the inland side of the U.S. 101 (see Figure 3-2: Wetland Delineation Map), the coastal sage scrub plant community gives way to a mulefat/willow riparian plant community. The mountains give way to the flats, which descend to the sea, this being the best description of natural topography in this area. However, where this mulefat/willow riparian plant community occurs, a large berm, running parallel to the highway and railroad, has been created. This has trapped runoff from the nearby mountains, which ordinarily would have flowed to the ocean. The trapping of this mountain runoff has caused water to settle in the area between the toe of slope of the nearby mountains, which has created conditions that are appropriate for a riparian community to develop.

**Soils**

Along the frontage road, two separate soil pits were dug to a depth of 25.4 cm (10 in.), one over the berm, inland from the frontage road, the other farther south along the frontage road, over the berm and within the mulefat scrub community. Both were low in organic matter with soil texture and color indicating a silty clay. Some surface cracking was evident.

As a result of the La Conchita pedestrian undercrossing location, soil boring collected on the freeway shoulder between the Union Pacific Railroad and Surfside Street consisted of interbedded silty clay and clayey silt. This is underlain by very dense silty sand to sand.



Figure 3-2  
Wetland Delineation Map

Wetland Boundary

### 3.6 Air Quality

The Federal Clean Air Act (CAA) establishes federal air quality standards, known as the National Ambient Air Quality Standards (NAAQS), and specifies future dates for achieving compliance. The CAA also mandates that the State submit and implement the State Implementation Plan (SIP) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards would be met. The California Clean Air Act (CCAA) requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. These standards encompass the most common varieties of airborne materials, which can pose a health hazard to the most sensitive individuals in the population. Pollutants for which ambient standards have been set are referred to as "criteria pollutants." Criteria pollutants include the following: Ozone (O<sub>3</sub>), Carbon Monoxide (CO), Nitrogen Dioxide (NO<sub>2</sub>), Particulate Matter (PM<sub>10</sub>), and Lead (Pb).

The proposed project is located in the South Central Coast Air Basin (SCCAB), which is designated as a non-attainment area for Ozone (O<sub>3</sub>) at the state and federal levels and a non-attainment area for PM<sub>10</sub> at the state level. The SCCAB is designated as an attainment area for CO and NO<sub>2</sub>. This project does not cause or contribute to new localized CO violations or increase severity or frequency of existing violations in the area affected by the project. This project improves the air quality by improving traffic flow and decreasing traffic delays. Refer to Table 3-2 for Local Air Quality Levels measured at the Emma Wood State Beach Ambient Air Monitoring Station. Projects of this type are listed in the Environmental Protection Agency (EPA) Conformity Rule, category of exempt projects, (40 CFR Parts 51 and 53, Section 51.462).

**Table 3-2 Local Air Quality Levels Measured At The Emma Wood State Beach Ambient Air Monitoring Station**

Pollutant	California Standard	Federal Primary Standard	Year	Maximum <sup>1</sup> Concentration	Days (Samples) State/Federal Std. Exceeded
CO	20 ppm for 1 hour	35 ppm for 1 hour	1997	NM	-/-
			1998	NM	-/-
			1999	NM	-/-
	9.0 ppm for 8 hours	9 ppm for 8 hours	1997	NM	-/-
			1998	NM	-/-
			1999	NM	-/-
Ozone	0.09 ppm for 1 hour	0.12 ppm for 1 hour	1997	.11	2/0
			1998	.09	0/0
			1999	.09	0/0
NO <sub>2</sub>	0.25 ppm for 1 hour	0.053 ppm annual average	1997	.07	0/0
			1998	.09	0/0
			1999	.08	0/0
PM10 <sup>2</sup>	50 ug/m <sup>3</sup> for 24 hours	150 ug/m <sup>3</sup> for 24 hours	1997	NM	-/-
			1998	NM	-/-
			1999	NM	-/-

Notes: 1. Maximum concentration is measured over the same period as the California Standard.  
2. Based on 53 samples in 1997, 55 samples in 1998 and 56 samples in 1999.  
-/- = Pollutant not measured  
ug/m<sup>3</sup> = microgram per cubic meter  
ppm = parts per million

Source: Annual Summaries California Air Resources Board.

### **3.7 Hydrology and Water Resources**

#### **3.7.1 Water Quality**

Los Angeles Regional Water Quality Control Board (LARWQCB) has jurisdiction over all coastal drainages flowing to the Pacific Ocean between Rincon Point (on the coast in western Ventura County) and the eastern Los Angeles County line, as well as the drainages of five coastal islands (Anacapa, San Nicolas, Santa Barbara, Santa Catalina, and San Clemente). The LARWQCB jurisdiction also includes all coastal waters within three miles of continental and island coastlines. Beneficial uses are designated so that water quality objectives can be established and programs that enhance or maintain water quality can be implemented. The proposed project is located in the Ventura River Watershed Management Plan. Rincon Creek is the only perennial riparian corridor on the north coast of Ventura County and is located outside of the project area.

The proposed project is located on the North Coast of Ventura County within the coastal zone. The North Coast spans 19.3 km (12 mi) from the northern County line at Rincon Point southward to the Ventura River. It encompasses coastal cliffs formed by eroding marine terraces, a portion of the Santa Ynez Mountains, narrow sandy beaches, rocky tidepools and perennial streams.

Groundwater was encountered at the proposed La Conchita pedestrian undercrossing location at a depth of 3-4 m (9.8-13.1 ft) below existing ground level.

#### **3.7.2 Existing Coastal Baseline Conditions**

The La Conchita beach is aligned in the northwest-southeast direction. U.S. 101 binds the beach on the northeast side. The beach faces southwest to Santa Barbara Channel. The existing sandy beach is approximately 30.5 m (100 ft) wide and the slope is approximately 1:25 – 1:50 (V:H) observed by field visits. There is no pedestrian access from La Conchita to the beach.

The Mussel Shoals beach is mostly rock and reef. The rock beach is about 18.3 m (60 ft) wide. Behind the beach the berm is about 2.4 m (8 ft) high. From the berm to the toe of Freeway is 76.2 m – 91.4 m (250 – 300 ft). There are residential houses and local road between the beach bluff and Freeway.

The study area is partially sheltered from deep-water ocean waves by the islands of San Miguel, Santa Rosa, Santa Cruz and Anacapa along the Santa Barbara Channel. It is primarily exposed to waves from the west and the southeast. Deep-water swells can also approach the nearshore area through the Anacapa passage, which is located between Anacapa and Santa Cruz Islands. The nearshore wave heights were calculated for five nearshore areas along the Santa Barbara and Ventura Counties coastline. Among these five areas, Carpinteria is the closest area to the study area at La Conchita. The beach alignment directions and offshore bathymetry of both areas are very similar. Therefore, the nearshore significant wave heights at Carpinteria will be used for wave runup calculations at the study area.

#### **Beach Conditions at La Conchita**

The La Conchita beach is narrow and is fortified with revetments to protect U.S. 101 and the railroad. There is no sand berm behind the beach for wave erosion. This type of sandy narrow beach could be totally eroded during a winter storm (COE, 1997). The beach is about 30.5 m (100 ft) wide from the riprap protection toe to the Mean Low Low Water (MLLW) from field observation in Spring 2001.

There have been two beach profile surveys, which were performed in October 1987 and April 1988, which represent the beach profiles in summer and winter seasons, respectively. According to the survey, the seasonal horizontal variation of shoreline at MLLW Level is approximately 45.7 m (150 ft) and the vertical variation is approximately 0.91 m (3 ft). The upper beach portion fluctuation is about 0.91 m (3 ft) vertically and 15.2 m–30.5 m (50–100 ft) horizontally due to the limitation of revetment.

### **Beach Conditions at Mussel Shoals**

The Mussel Shoals beach is full of rocks and reefs. The beach is about 15.2 m (50 ft) wide between the reefs and berm. The beach slope is approximately ranging from 1:20 to 1:10. The reefs in front of the beach extend to the ocean for more than 18.3 m (60 ft). Because of these reefs' protection, the beach will not be changed significantly between seasons.

There is an approximately 2.4 m (8 ft) high berm behind the beach. The berm is subject to erosion from storms. Most of the berm is protected by large rocks which were placed by local residents. The unprotected reach of the berm will be subject to continuous erosion, especially during winter storms. The area between the berm and the proposed Pedestrian and Vehicle Undercrossing Tunnel is more than 76.2 m (250 ft) with an averaging slope of approximately 1:50. There are local roads and residential houses between the berm and proposed tunnel exit.

### **3.8 Historic and Cultural Resources**

A Historic Property Survey Report (HPSR) was completed in November 2001, for the proposed project. The purpose of this report is to document the findings regarding the eligibility of the properties within the proposed project's Area of Potential Effect (APE) for the National Register of Historic Places. The HPSR is based on regulations 36 CFR 800 for implementing Section 106 of the National Historic Preservation Act as it applies to Federal Highway Administration (FHWA) projects and to cultural resources. The Historic Property Survey Report is used to identify all historic and cultural/archaeological resources that may be affected by a proposed undertaking, evaluate the eligibility of these resources for the National Register of Historic Places and apply the Criteria of Effect and Adverse Effect (36 CFR 800.9) to eligible properties that may be affected.

A historic properties search was conducted by the South Central Coastal Information Center on August 2, 2000, which included a review of any historic properties previously listed in their database that are located within a one-half mile radius of the proposed transportation project. Based on this survey of records, it appears that there are no previously recorded historic resources within or directly adjacent to the project's APE that could be affected by the proposed transportation project.

The two communities were developed in 1924 by a civil engineer, Milton Ramelli, who divided his land into 346 beachside lots along 12 streets and dirt alleys split by the Southern Pacific Railroad tracks. Initially buying for oil speculation, few of the original owners became immediate full-time residents. Summer homes were built, serving as temporary solitude at the beach for a handful of families. Lima beans grew in the rocky soil on either side of the community. Those crops and many of the old landmarks such as the Mussel Rock Inn, the schoolhouse and the short pier for oil drilling are gone.

In order to identify any non-recorded potentially eligible properties within the project's APE, a series of field visits were conducted. Eighty-two properties, two structures and one potential landscape were evaluated for historical significance. However, it was determined that although these two communities contain a concentration of buildings whose plan and physical development occurred as a result of one man's interest in the oil community, today the area lacks integrity due to a mixture of architectural styles, building types and ages. Only three or four of the original houses in La Conchita remain.



### 3.9 Archaeological Sites

An Archaeological Survey Report (ASR) was completed for this project. The Ventura County Coast is archaeologically and culturally significant to a variety of groups. The project is located within the ethnographic and historic territory traditionally identified with the Chumash. The Chumash were the first major group of California Indians introduced to European culture. Two specific ethnographic names have been assigned to the area, neither of which indicate “village” names. These names come from ethnographic work conducted in the early part of the century by John Peabody Harrington and speakers of the Chumash language. The first name according to Harrington (from conversations with Fernando Librado): *ts'ap 'ipoyok* was identified as a “rock beneath the surface of the sea where the fish called *V[entureño]poyok* abounds” and is located in an area halfway between Cañada de Los Sauces and El Rincon. The second name, according to Harrington, (from conversations with Simplicio Pico): *kashashlalthiwish* means, “the bank is falling down” and refers to the cliffs above Punta Gorda.

Additionally, three other Chumash place names occur in the area. First, *mish'i'm* was the name given for the Cañada de Los Salces. Second, *k'otishtu* indicates a place near La Conchita. Third, *sishwaskay* indicated (according to Harrington's work with Juan Estevan Pico) a place in the area meaning “abundance of fish.”

Fieldwork and surveys began in October 2000, which included six day visits to the project area from that time to November 2001. Based on Caltrans archaeological investigations, no new archaeological sites were identified.

### 3.10 Visual

A Visual Quality Analysis (VQA) was prepared for the proposed project site (November 2000). The VQA was prepared according to criteria set forth in *Visual Impact Assessment for Highway Projects* (USDOT, FHA, c. 1979). The visual quality of the existing project site was analyzed for each significant viewpoint (VP) in terms of vividness, intactness and unity. Then, the same viewpoints were analyzed for the proposed modifications using, in part, photosimulations of the new construction in place (see Table 3-3 and Section 4.2.1).

Table 3-3 Existing Viewpoint Quality

VP	Location	Visual Quality
1	Southbound U.S. 101	Above Average
2	Northbound U.S. 101	Above Average
3	Bakersfield Ave. looking westbound at U.S. 101 (La Conchita)	Average
4	Surfside St. looking southbound at U.S. 101 (La Conchita)	Above Average
5	Adjacent to Railroad just south of La Conchita	Average
6	Mussel Shoals on-ramp looking southbound	Below Average
7	Mussel Shoals on-ramp looking northbound	Average
8	Ocean Ave. looking eastbound at U.S. 101	Average

Source: Caltrans District 7 Visual Quality Analysis October 2000

### 3.11 Land Use

Regionally, northern Ventura County inland of U.S. 101 is approximately 90 percent open space or agriculture. Most of the land is owned in large parcels of 20 to 40 acres, or more. Oil wells and related facilities are scattered throughout the area. U.S. 101 and the tracks of the Union Pacific Railroad wind along the narrow strip of land at the base of the Santa Ynez Mountains (Ventura County General Plan, Area Plan for the Coastal Zone).

Immediately inland from the community of La Conchita is the La Conchita Preserve, 342 acres of this preserve are in the coastal zone. The property has steep slopes; avocado and lemon production is the primary agricultural use. The area is zoned “C-A” (Coastal Agricultural).

The Coastal Act states that a maximum of prime agricultural land, as originally defined by the California Land Conservation Act of 1965, will be preserved in the coastal zone. According to the Natural Resources Conservation Service, there are approximately 1,130 acres of prime soils on the North Coast.

Much of the sub-area is agricultural. According to the County Assessor's 1978 land use data and a site survey by staff, there are approximately 3,350 acres of agricultural land. Because many of the parcels are split by the coastal zone boundary, this figure is an estimate of the acres falling within the boundary. Agricultural uses include orchards and avocados, flower crops, row crops, pasture and range.

Open space, agricultural and recreational land make up 4,322 acres in the North Coast. Residential zones occupy 102 acres and commercial/industrial uses make up 361 acres of the North Coast. The communities of La Conchita and Mussel Shoals are a small part of the present land uses.

There are no developed state or county parks within the project limits. There is coastal access along a segment of U.S. 101 and along Mussel Shoals. There is parking on the southbound side of U.S. 101 directly across from La Conchita. This limited beach access is primarily used on weekends and holidays. There are no public conveniences or parking at Mussel Shoals and many popular sections of U.S. 101 are not officially designated for use and therefore are not maintained.

There are several developed, accessible recreation areas on the North Coast. Waves attract a large number of surfers. Excellent rocky tidepools are another one of the Point's attractive resources. The major segment of Emma Wood State Beach is found between Solimar and the Ventura River. The County maintains two park areas, Hobson and Faria County Parks. Over 70 percent of the shoreline 13.8 km (8.6 miles) is now owned and controlled by either the State 13.3 km (8.3 miles) or the County 0.5 km (0.3 miles).

U.S. 101 has a bicycle route between the Bates Road Interchange and the Sea Cliff Interchange and has a designated lane between Bates Road and Mussel Shoals.

Locally, the land uses within the project limits are in the two communities of La Conchita and Mussel Shoals. As stated above, the communities are comprised of mostly residential and light commercial zones. The Union Pacific Railroad parallels U.S. 101 within the project limits along with underground utilities. Phillips Petroleum is located directly north of La Conchita and Mobil Rincon is located to the east of Mussel Shoals.

Mobil Rincon – One of two industrial communities on the North Coast, is approximately 395 acres in size, with 158 acres still potentially developable. It contains two processing facilities: Mobil Rincon and Chanslor-Western/Coline. The major portion of developed land is inland of the freeway and is zoned "C-M" (Coastal Industrial).

Phillips (Tank Farm) – Phillips Petroleum processing plant at La Conchita is the second industrial community. It encompasses 9.8 acres that are fully developed under "C-M." (Processing plant is not in business.)

### **3.11.1 Consistency with Applicable Regional Plans**

This project is consistent with the Ventura County General Plan – Area Plan for the Coastal Zone policies which state:

### Vertical

For all new development between the first public road and the ocean, granting of an easement to allow vertical access to the mean high tide line shall be mandatory unless:

- Adequate public access is already available within a reasonable distance of the site measures along the shoreline, or
- Access at the site would result in unmitigable adverse impacts on areas designated as “sensitive habitats” or tidepools by the land use plan, or
- Findings are made, consistent with Section 30212 of the Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or
- The parcel is too narrow to allow for an adequate vertical access corridor without adversely affecting the privacy of the property owner, or

### Lateral

For all new development between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory unless subsection (a) below is found. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public lateral access shall be removed as a condition of development approval.

- (a) Findings are made, consistent with Section 30212 of the Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected.

## **3.12 Social and Economic**

### **3.12.1 Population**

The North Coast spans twelve miles from the northern County line at Rincon Point southward to the Ventura River. It encompasses coastal cliffs, formed by eroding marine terraces, a portion of the Santa Ynez Mountains, narrow sandy beaches, rocky tidepools, and a perennial stream.

Approximately ninety percent of the area inland of U.S. 101 is open space or agriculture. Most of the land is owned in large parcels of twenty to forty acres, or more. Oil wells and related facilities are scattered throughout the area. U.S. 101 and the tracks of the Southern Pacific Railroad wind along the narrow strip of land at the base of the mountains.

Six residential and two industrial “Existing Communities,” as designated by the County in 1978 are located on the North Coast. The purpose of the “Existing Community” designation is to recognize the existing urban development along the coast, and to allow those specific areas to infill using prevailing zoning categories. The two communities of La Conchita and Mussel Shoals are within the project limits.

As Table 3-4 illustrates, these communities contain small populations in respect to the surrounding cities or the county as a whole. However, an increasing number of unincorporated communities can be found throughout this sub-region, from areas adjacent to the three cities to remote communities far removed from the urban areas. The Southern California Association of Governments (SCAG) baseline population

projections, (Table 3-4), indicates substantial population growth for these areas through the year 2020 due to the ample supply of developable land. The communities of La Conchita and Mussel Shoals would be directly affected by the proposed access project. Both communities are composed of year round residents and vacation homes. La Conchita has a considerably larger population than Mussel Shoals.

La Conchita has generally been ignored in most accounts of the history of Ventura County as it is relatively young, and has not played a dramatic role in county affairs. The 1990 Census counted La Conchita and Mussel Shoals as part of Unaffiliated Tract 12.05, which also includes several dozen beachfront homes along Rincon Point and Solimar Beach. Within the tract, census officials counted 1,195 residents, including 455 occupied dwellings. Of these, 309 of the dwellings were owner-occupied and 146 were rented.

**Table 3-4 Population**

	1990 <sup>1</sup>	1999 <sup>2</sup>	2020 <sup>2</sup>
Ventura County	669,016	745,063	915,463
La Conchita	1,195	N/A	N/A
Mussel Shoals	340	N/A	N/A
San Buenaventura	92,575	103,397	123,397
Carpenteria	13,787	14,182	N/A

1. 1990 U.S. Census

2. SCAG Baseline Projections

The ethnic background of the community of La Conchita and Ventura County varies. La Conchita has a 14 percent minority population and Ventura County has a 26 percent minority population. Mussel Shoals was not represented in the 1990 Census. The ethnic background of the affected communities is shown on Table 3-5.

**Table 3-5 Ethnicity**

	Ventura County	La Conchita	Mussel Shoals
White	441,280	1,007	N/A
African American	14,617	1	N/A
American Indian, Eskimo or Aleut	3,440	-	N/A
Asian/Pacific Islander	32,389	10	N/A
Hispanic	177,998	173	N/A
Other	-	4	N/A

Source: 1990 U.S. Census

Caltrans guidance for the analysis of growth inducement impacts defines the relationship between the proposed project and growth within the project area. Basically, the relationship is either one of facilitating planned growth or inducing unplanned growth. The former is consistent with Caltrans intent to design projects that correspond with local and regional government plans and policies for future growth. The latter may constitute a potentially adverse impact, as it may conflict with local governments' plans for growth and land use. Unforeseen growth may also overburden utilities, resources, and public services in the affected area.

Provided below is a summary of the existing policies, programs and procedures for Ventura County.

The County General Plan includes a year 2010 Regional Road network based on development that would occur under city and county land use plans in effect at the time of the proposed project.

The Ventura County *General Plan, Goals, Policies, and Programs* lists the following goals related to future growth policies:

1. General Goals, Policies, and Programs, Goal 1: Ensure that the county can accommodate anticipated future growth and development while maintaining a safe and healthful environment by preserving valuable natural resources, guiding development away from hazardous areas, and planning for adequate public facilities and services. Promote planned, well-ordered and efficient land use and development patterns.
2. Population and Housing, Goal 2 (Consistency with Public Facilities and Service Capacity): Ensure that the rate and distribution of growth within the county does not exceed the capacity of public facilities and services to meet the needs of the county's population and to protect the public health, safety, and welfare.

The County of Ventura and several jurisdictions within the county adopted growth limitation initiatives in late 1998, placing severe restrictions on the physical growth of urbanized areas. Secondly, the state has once again funded the Regional Housing Needs Assessment program, or RHNA, requiring all Southern California jurisdictions to update their General Plan Housing Elements by June 30, 1999, and to establish new targets for low- and moderate-income housing.

These principles limit or prohibit unplanned projects, or those that would induce growth. This proposed project would be consistent with these principles. The project was included in the Southern California Association of Governments (SCAG) Fiscal Year (FY) 1999/2004 *Regional Transportation Improvement Program* (RTIP) and is designed only to serve existing and currently planned growth.

The analysis of induced growth also included review of traffic forecasts for the project. A traffic impact study was prepared for this project in 1999. Caltrans District 7 provided future traffic volumes from their respective traffic models. In some instances, the traffic volumes differed from those presented in the Project Study Report because information relating to future development intensity in the local area was not previously available. A comparison was made between the traffic volume capacity of the proposed project and the No Action scenario to determine whether the proposed project is consistent with local and regional growth policies.

### **3.12.2 Housing**

Six residential and two industrial developments exist in the North Coast of Ventura County. The communities are:

1. Rincon Point – A 9.4-acre residential area with controlled access. It is zoned “C-R-1” (Coastal One-Family Residential, 7,000 square foot minimum).
2. La Conchita (within project limits) – An older residential community, about 3.2 km (2 miles) south of the Santa Barbara-Ventura County Line. It lies east of U.S. 101, encompassing 19.0 acres and is zoned “R-B” (Residential-Beach) and “C-C” (Coastal Commercial).
3. Mussel Shoals (within project limits) – A 5.6 acre mixed-density residential area. It is located west of U.S. 101 and the Old Coast Highway and is zoned “R-B” and “C-C.”
4. Seacliff – An area of 11.34 acres bounded on the north by freeway right-of-way, east of the Old Pacific Coast Highway and to the south by Hobson County Park. The homes are single-family and zoning is “R-B.”
5. Faria – A residential area west of U.S. 101 and about 8.9 km (5.5 miles) north of the City of San Buenaventura. It encompasses 20.7 acres under single ownership. The area is zoned “R-B.”
6. Solimar – Also zoned “R-B”, this residential community is located between old Pacific Coast Highway and the beach, approximately 6.04 km (3.75 miles) north of the City of San Buenaventura.

### **3.13 Transportation**

The proposed project is on U.S. 101 in the communities of La Conchita and Mussel Shoals. U.S. 101 serves as a major link between metropolitan Los Angeles and the coastal area of central California.

U.S. 101 is a 6-lane freeway approaching the project area and transitions to a 4-lane expressway 0.32 km (0.2 mi) before Mussel Shoals. The highway again transitions to a 6-lane freeway 2 miles (3.2 km) north of La Conchita. Except for the median openings at La Conchita, Mussel Shoals and Tank Farm, the median has three beam and concrete barriers to prevent vehicle crossovers.

There are commuter bus services operating along Route 1 (to Pt. Mugu), 23, 33, 101 and 126 corridors. In addition, there is a commuter bus (one round-trip per day) from Ventura to Santa Barbara (The "Clean Air Express"). Information from the 1990 census indicates there may be a reasonably large market for additional commuter services between Ventura and Santa Barbara Counties. There were over 8,000 persons commuting in this corridor in 1990, with 70% (5,500) living in Ventura and working in Santa Barbara. Not surprisingly, the one current "Clean Air Express" bus is full to capacity.

AMTRAK operates passenger trains through the county daily. The trains run between San Francisco, Santa Barbara, Los Angeles and San Diego.

### **3.13.1 Bicycle Facilities**

Bicyclists use U.S. 101 from the Seacliff Interchange to the Bates Road Interchange. This equates to about a 3.2-km (2-mile) stretch. The bicyclists use the shoulder of U.S. 101 on the northbound side and a striped bike lane on the southbound side. The striped bike lane begins after the Bates Road on-ramp and ends at the community of Mussel Shoals.

Parking is allowed on the shoulder along the ocean (southbound) side of U.S. 101 from the Tank Farm area to just before Mussel Shoals. This whole area has a 65-MPH speed limit and bicycles are allowed on this section of highway.

### **3.14 Existing Noise Environment**

The land uses along U.S. 101 consist of residential properties and commercial developments. Noise sensitive areas are usually identified as residences, motels, hotels, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas and parks. Distant receptors, such as residences on hillsides, are only considered if their noise levels approach or exceed 67 decibel (dBA).

This section contains a discussion of the long-term impacts associated with the project. The Traffic Noise Analysis Protocol (the Protocol) includes Caltrans Noise Policies, which fulfill the highway noise analysis and abatement requirements stemming from the following state and federal environmental statutes:

- California Environmental Quality Act (CEQA)
- National Environmental Policy Act (NEPA)
- Title 23, United States Code of Federal Regulations, Part 772 "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772)
- Section 216 et seq. of the California Streets and Highways Code

Policies, procedures and practices are provided in this Protocol for use by agencies that sponsor new construction or reconstruction transportation projects. The Protocol is designed to evaluate the potential traffic and construction generated noise impacts, and it determines reasonable and feasible noise abatement for the project.

The Code of Federal Regulations (23 CFR Part 772) places residences and recreation areas in Activity Category B, which specifies a maximum exposure exterior level of 67 decibels (dBA). Attenuation to this

federal standard and to lower, more desirable levels was considered for all the sensitive receptors within the project limits. The noise measurements and predictions are in accordance with criteria established by the Federal Highway Program Manual (FHPM7-73), codified in the August 1990 Code of Federal Regulations (23 CFR part 772), and in compliance with the 1998 Traffic Noise Analysis Protocol (TNAP). The projected average future noise levels without any improvements is expected to be 70.0 decibels (dBA). This exceeds the Noise Abatement Criteria (NAC) of 67 dBA. The Noise Study is based on the unit of measure in decibel (dBA) on an A-scale of a stand sound level meter. The A-scale most nearly approximates the response of the human ear to sound. The criterion for noise barrier heights is stated in Chapter 1100 of the Caltrans Design Manual, dated July 1, 1995. Table 3-6 summarizes typical community noise exposure and acceptability for various landuses.

**Table 3-6 Activity Categories and Noise Abatement Criteria (NAC)**

Activity Category	NAC, Hourly A-Weighted Noise Level, DBA	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Identification of existing land use activities, developed lands, and undeveloped lands for which development is <i>planned, designed and programmed</i> , which may be affected by noise from the highway
D	--	Undeveloped lands.
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Traffic Noise Analysis Protocol, October 1998

CEQA requires a determination be made whether the proposed project will substantially increase the ambient (existing) noise levels for adjacent areas. If so, it is considered a "significant environmental effect." FHWA regulations indicate traffic noise impacts occur when the predicted noise levels approach or exceed the NAC, or when the predicted noise levels substantially exceed the existing noise levels. When noise impacts occur, abatement must be considered and mitigation must be provided when reasonable and feasible.

Existing noise levels were measured and recorded at the most representative sites within the project limits (shown in Aerial Noise Level Maps Figures 3-2, 3-3 and 3-4). The noise measurements and predictions are in compliance with the Code of Federal Regulations (23 CFR Part 772). Noise levels were measured and recorded during a ten-minute period at the most representative sites along the northbound and southbound sides of the freeway during the morning and afternoon hours (between 10:00 AM and 1:00 PM). These existing noise levels or measurements ranged from 67 dBA (Leq) to 69 dBA (Leq) (as shown in Table 3-7).

**Table 3-7 Existing Noise levels**

<b>Site #</b>	<b>Dir</b>	<b>Limits</b>	<b>Reference Elevation</b>	<b>Existing Noise Level Decibels (dBA)</b>
N-1	N/B	From south of Ojai Ave to north of Carpenteria Ave in La Conchita	EP	69
N-2	N/B	From south of Ojai Ave to north of Carpenteria Ave in La Conchita	EP	68
N-3	N/B	From south of Ojai Ave to north of Carpenteria Ave in La Conchita	EP	68
S-1	S/B	South and north of Ocean Ave in Mussel Shoals	EP	67
S-2	S/B	South and north of Ocean Ave in Mussel Shoals	EP	67

EP = Edge of Pavement

Source: Caltrans District 7 Noise Study Report September 2000

Community background noise was measured and recorded. Background noise is all the noise in a specific region without the presence of a freeway noise source of interest. The background noise level in the project area was found to be 53 dBA (Leq). Typically, background noise levels are measured to determine the feasibility of noise abatement and to ensure that noise reduction goals can be achieved. Noise abatement cannot reduce noise levels below background noise.





SITE LOCATION

Figure 3-3  
Aerial Noise Level Map



SITE LOCATION

Figure 3-4  
Aerial Noise Level Map



SITE LOCATION

Figure 3-5  
Aerial Noise Level Map

**This page intentionally left blank**

#### 4 ENVIRONMENTAL EVALUATION

Several technical studies were conducted to provide background data and assist in evaluating the environmental consequences of the proposed project.

▪ Air Quality Conformity Analysis	12/27/00
▪ Archaeological Survey Report	11/01/01
▪ Geotechnical Report	10/20/00
▪ Hazardous Waste ISA	07/01/01
▪ Historic Property Survey Report	11/01/01
▪ Hydraulic Study	07/31/00
▪ Natural Environmental Study Report	01/03/01
▪ Noise Investigation	09/22/00
▪ Traffic Study Report	11/14/00
▪ Visual Impact Assessment	11/07/00
▪ Wave Runup and Beach Impact Study Report	03/28/02

The technical studies can be requested by reference and are available under separate cover at:

Caltrans, District 7  
Division of Environmental Planning  
120 South Spring Street  
Los Angeles, CA 90012

##### 4.1 Environmental Factors Potentially Affected

This checklist was used to identify physical, biological, social and economic factors that might be impacted by the proposed project. In many cases the background studies performed in connection with this project clearly indicate that the project would not affect a particular item. In so doing, the checklist achieves the important statutory goal of integrating the requirements of CEQA with the environmental requirements of other laws.

Title 14 California Code of Regulations Section 15064 provides the basic guidance to lead agencies in determining the significance of a project's effects or requiring mitigation to reduce the effects to less than significant in order to prepare a negative declaration. The checklist provides optional tools to assist Caltrans in determining the significance of particular effects.

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agricultural Resources                        | <input checked="" type="checkbox"/> Air Quality              |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources                 | <input checked="" type="checkbox"/> Geology / Soils          |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality          | <input checked="" type="checkbox"/> Land Use / Planning      |
| <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                              | <input checked="" type="checkbox"/> Population / Housing     |
| <input type="checkbox"/> Public Services                          | <input type="checkbox"/> Recreation                                    | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems   | <input checked="" type="checkbox"/> Mandatory Findings of Significance |  |

## 4.2 Environmental Checklist

It is noted that since this document is intended to serve as the environmental document for federal as well as state actions, it must comply with both the National Environmental Policy Act (NEPA) and CEQA. In some instances CEQA significance thresholds are more stringent than federal impact criteria. This checklist is used to determine impacts. Based on federal criteria, it has been determined that this project would not result in any significant unavoidable impacts under NEPA. The use of the word "significant" in the following section is for CEQA purposes only and does not apply to NEPA.

### 4.2.1 Aesthetics

Would the Project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

There are no designated scenic vistas located in the immediate project area. Therefore, no damage to scenic vistas would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

There are no scenic resources in the proposed project area or in the immediate vicinity. U.S. 101 is eligible as a scenic highway, but not designated. Therefore, no damage to scenic resources would occur. Any vegetation that is removed would be replaced.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

Roadway travelers would see a minimum of change from the access improvements. However, all of the alternatives that incorporate both the pedestrian overcrossing (Alternative 1B) and retaining walls would decrease the visual quality of the area. The alternatives that incorporate the pedestrian undercrossing (Alternative 1A) would have the least visual impact. The following are measures to minimize harm recommended in the Visual Impact Analysis.

The visual quality analysis (VQA) of this proposed project site was performed according to criteria set forth in Visual Impact Assessment for Highway Projects (USDOT, FHA, c. 1979). The visual quality was analyzed for each viewpoint (VP) in terms of vividness, intactness and unity. Then, the same viewpoints were analyzed for the proposed modifications using, in part, photosimulations of the new construction in place.

**Figure 4-1 Existing VP1, southbound vehicular traffic**



The visual quality of this viewpoint is evaluated as above average. The motorist travels moderate to high rates of speed and perceives visual elements in the midground to distant views: landform, water, roadway, and man-made elements (houses and oil wells). The roadway follows the contours of the shoreline reducing its significance on the landscape.

**Figure 4-2 Proposed VP1, southbound vehicular traffic**



The proposed pedestrian overcrossing is a major new visual element, which encroaches on and depletes the unity of the viewpoint. A pedestrian tunnel would not be seen by the motorist and would therefore not affect the visual quality of the viewpoint.



**Figure 4-3 Existing VP2, northbound vehicular traffic**



This viewpoint is evaluated as above average. The motorist travels at moderate to high rates of speed and perceives visual elements in the midground to distant views: landform, water, roadway, and residences. The roadway follows the contours of the shoreline reducing its significance on the landscape.

**Figure 4-4 Proposed VP2, northbound vehicular traffic**



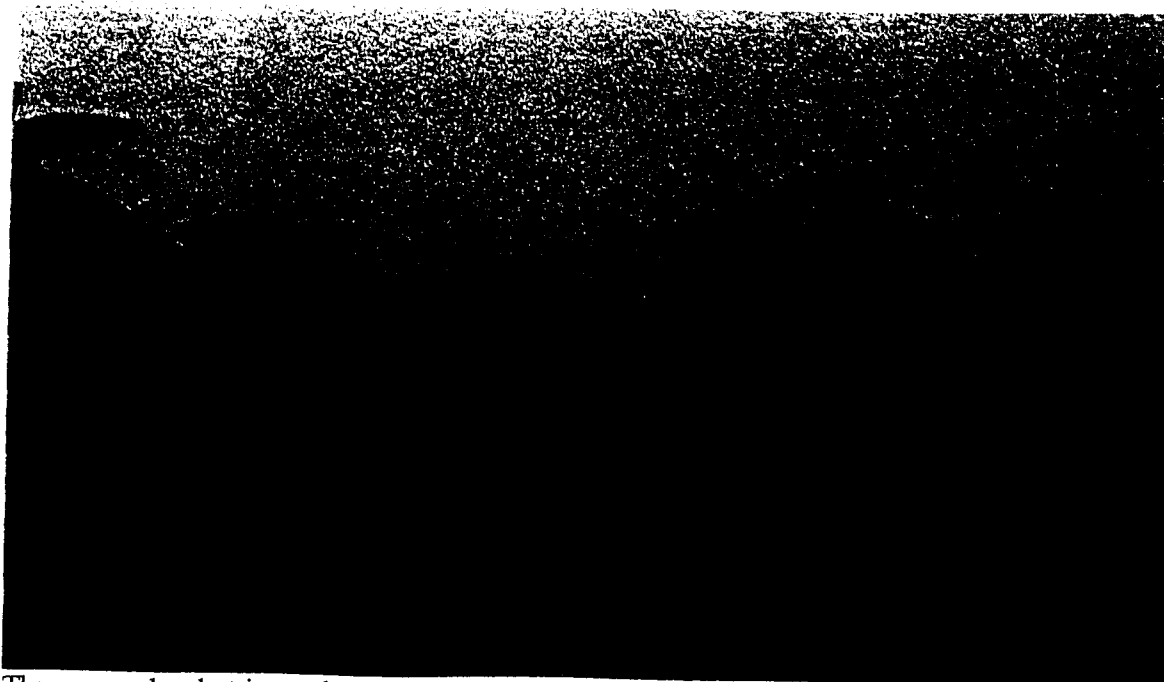
The proposed pedestrian overcrossing is a major new visual element that encroaches on and depletes the unity of the viewpoint. A pedestrian tunnel would not be seen by the motorist and would therefore not affect the visual quality of the viewpoint.

**Figure 4-5 Existing Bakersfield Dr., VP3, pedestrian traffic and resident view**



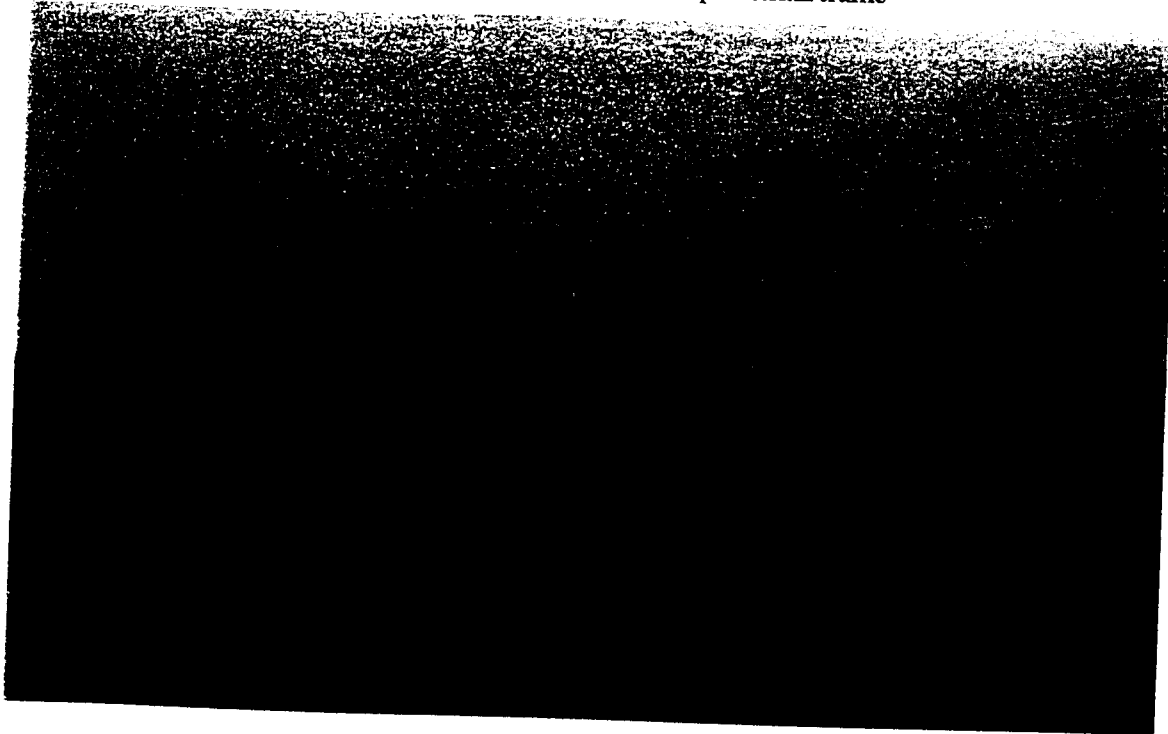
The visual qualities of this viewpoint are evaluated as average. The resident, pedestrian, or motorist have a spectacular view of the ocean that is unfortunately burdened with the view of the highway in the mid ground. Knowing that this view is a driving reason to live in this community, it must be kept in high regard, and efforts should be made not to hinder it any further.

**Figure 4-6 Proposed Bakersfield Dr., VP3, pedestrian traffic and resident view**



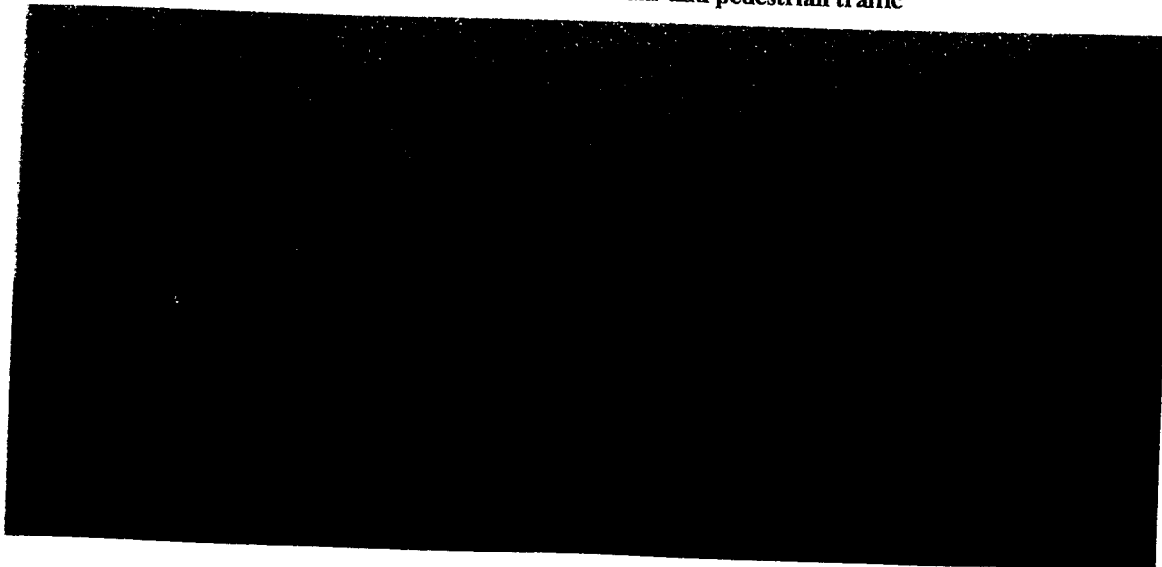
The proposed pedestrian undercrossing at the end of Bakersfield Street will have a very minimal affect on the visual quality of the viewpoint.

**Figure 4-7 Existing Surfside St., VP4, southbound vehicular and pedestrian traffic**



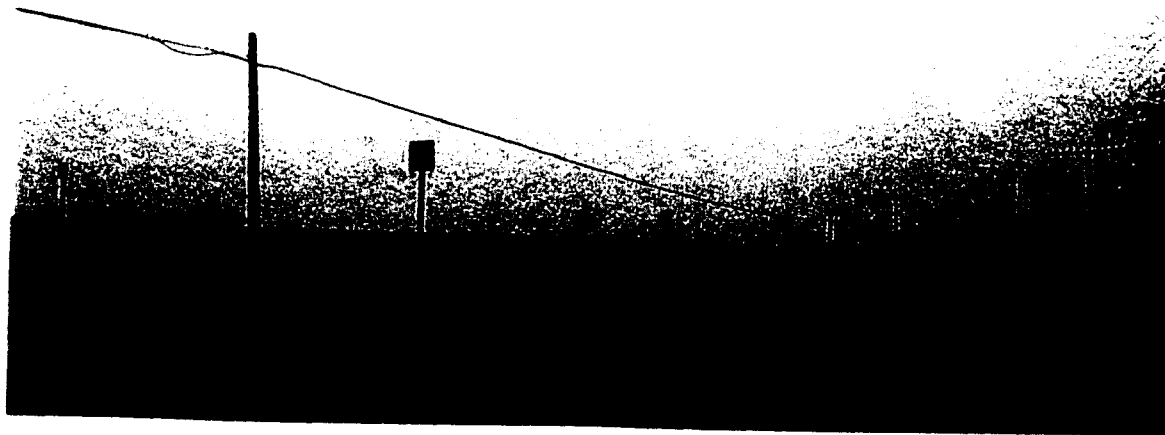
The visual quality here is evaluated as above average. The planting provides a necessary buffer from the railroad tracks and the highway. The only non unifying elements are the overhead telephone lines.

**Figure 4-8 Proposed Surfside St., VP4, southbound vehicular and pedestrian traffic**



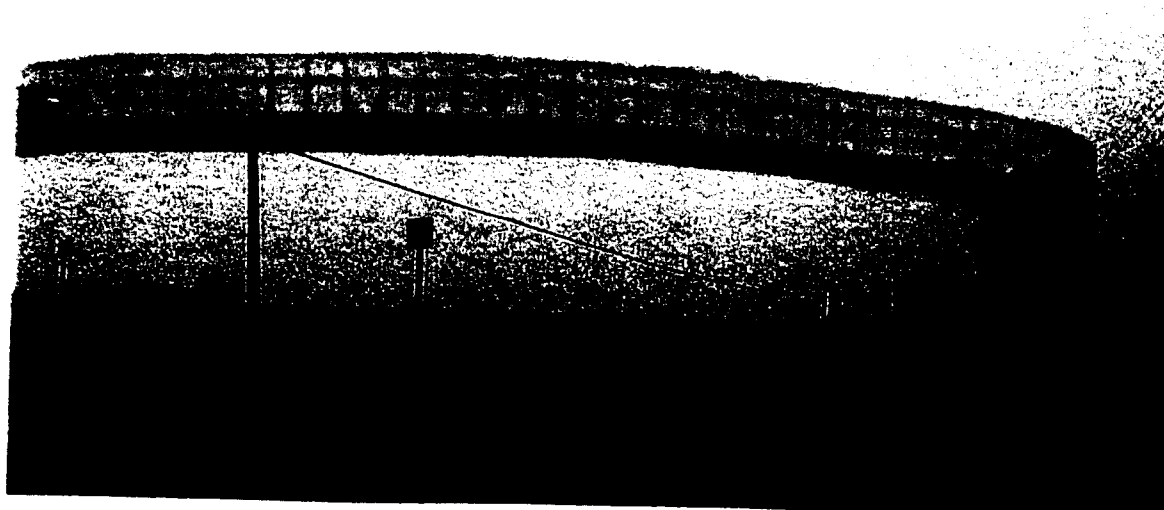
The proposed pedestrian overcrossing introduces a major non-unifying visual element. Aesthetic enhancements such as textured block or mosaic patterns should be incorporated into the bridge design. The pedestrian tunnel alternative would have a minimal affect on the visual quality of the viewpoint.

**Figure 4-9 Existing Surfside St., VP5, northbound vehicular and pedestrian traffic**



The visual quality of this viewpoint is evaluated as average. The view of the mountain landform (when clear) and the unity of man-made and natural elements is degraded by the overhead utility lines.

**Figure 4-10 Proposed Surfside St., VP5, northbound vehicular and pedestrian traffic**



The proposed pedestrian overcrossing is a major new visual element that encroaches on the visual unity of the viewpoint. Aesthetic enhancements such as textured block or mosaic patterns should be incorporated into the bridge design. The pedestrian tunnel alternative would have minimal affect on the visual quality of the viewpoint.

**Figure 4-11 Existing Old PCH, VP6, southbound at on ramp vehicular and pedestrian traffic**



The visual quality of this viewpoint is evaluated as below average. Man-made elements dominate the viewpoint from the paved areas to the graded landform.

**Figure 4-12 Proposed Old PCH, VP6, southbound at on ramp vehicular and pedestrian traffic**



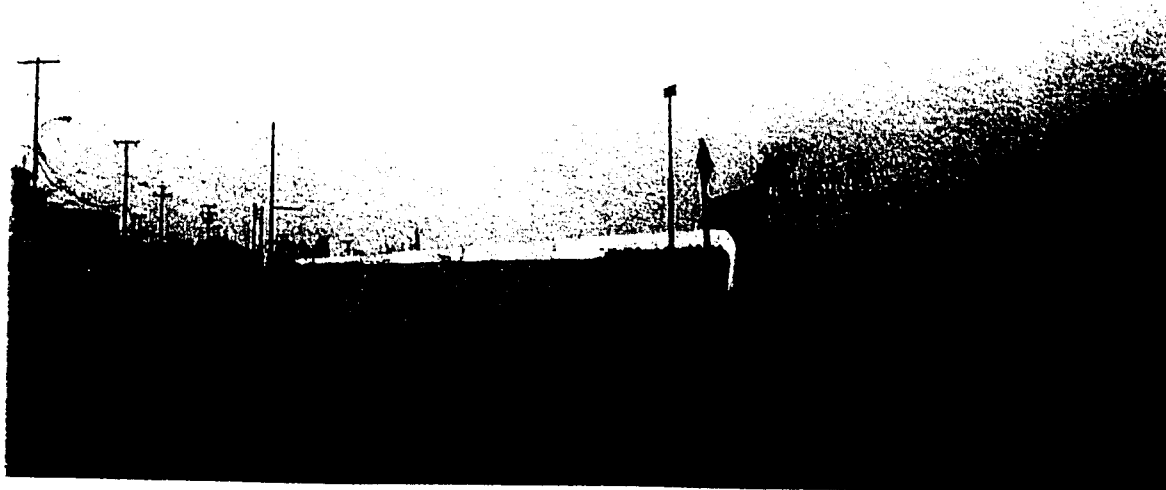
The proposed improved, or reconstructed southbound acceleration lane and retaining wall with barrier can lower the visual quality of the viewpoint by eliminating some vegetation and introducing more man made elements. It is recommended that aesthetic enhancements be incorporated into the wall design and vines or tall shrubs are planted adjacent to it to mitigate any negative effects.

**Figure 4-13 Existing Old PCH, VP7, northbound at off ramp vehicular and pedestrian traffic**



The visual quality of this viewpoint is evaluated as average. The view is dominated by an unattractive paved area in the foreground, but looks towards mountain landforms (on clear days) that make for a pleasant background.

**Figure 4-14 Proposed Old PCH, VP7, northbound at off ramp vehicular and pedestrian traffic**



The proposed improved, or reconstructed southbound deceleration lane and retaining wall with barrier can lower the visual quality of the viewpoint by eliminating some vegetation and introducing more man made elements. It is recommended that aesthetic enhancements be incorporated into the wall design and vines or tall shrubs planted adjacent to it to mitigate any negative impact.



**Figure 4-15 Existing Ocean Ave (VP8), eastbound vehicular and pedestrian traffic**



The visual quality of this viewpoint is average with a high degree of manmade development in the foreground and midground and the landform in the background with no unifying elements.

**Figure 4-16 Proposed Ocean Ave (VP8), eastbound vehicular and pedestrian traffic**



The proposed vehicle tunnel at Ocean Avenue will serve as a transitional element unifying the foreground and the background of the view. It also presents a focal point that was missing in the existing viewpoint. Aesthetic enhancements and vines on the tunnel entrance and retaining walls are recommended.

**Measures to Minimize Harm for all alternatives:**

1. Overall, the change in the existing visual quality after the proposed construction of the pedestrian crossings and the retaining walls is evaluated as a noticeable decrease in the visual quality of the area.
2. The pedestrian undercrossing alternative has the least visual impact for all user groups. Tunnel users may be the most impacted group and care should be taken to provide enough light and visibility through the undercrossing.
3. The pedestrian bridge alternative has a potentially dominant and intrusive visual quality. It is recommended such enhancements as textured block, color blending, mosaic patterns, etc. be incorporated into overpass design. These improvements can transform the overpass into an attractive visual element that increases visual quality.
4. Wall treatments and vines or tall shrubs incorporated into retaining wall design are recommended.
5. The preservation of existing native trees, shrubs and groundcover would be beneficial in maintaining visual continuity.
6. Cut embankments should have replacement plantings of existing hillside vegetation to mitigate any negative impact on the viewpoint of the motorist on the proposed roadway.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is an access improvement project in a rural area. Additional lighting would be minimal and no impacts are expected.

#### 4.2.2 Agricultural Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are agriculture preserves in the area (Rincon Del Mar Preserve located north of the project site and La Conchita Preserve located east of the project site), but none of the farmland is located within the project area nor would it be converted to non-agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project site is not located on parcels of land under the Williamson Act contract. Therefore, conflicts with existing zoning or the Williamson Act contract would not occur.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would not involve changes in the existing environment, which due to their location or nature would result in the conversion of farmland to non-agricultural use.

#### 4.2.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

a) Conflict with or obstruct implementation of the applicable air quality plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

##### Air Quality Conformity

The U.S. 101 La Conchita/Mussel Shoals Access Improvement Project is in accordance with applicable SIPS and is consistent with Ventura County's North Coast General Plan and would not conflict with their Air Quality Management Plan. This project is identified in the federally approved (October 6, 2000) 2000/01-2005/06 Regional Transportation Improvement Program (RTIP) prepared by SCAG, notwithstanding any changes in design concept and/or scope from that which is described in the RTP and RTIP. The project conforms to the requirements of the Federal Clean Air Act Amendments of 1990. The proposed project is intended to meet the existing and projected traffic demand based on the local land use.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

Air quality impacts due to implementation of the proposed project could occur during construction and operation on both a regional and local scale. Construction impacts include airborne dust from grading, demolition and dirt hauling and gaseous emissions from heavy equipment, delivery and dirt-hauling trucks, employee vehicles, paints and coatings. Construction emissions, in particular PM<sub>10</sub> levels, could be significant. Localized operational impacts, i.e., carbon monoxide levels that exceed state or federal standards, could occur due to the introduction of additional motor vehicular traffic in close proximity to sensitive residential receptors.

Air impacts from construction activities are considered temporary. Federal conformity and Ventura County Air Pollution Control District (VCAPCD) requirements indicate that hot spot analyses are not required for temporary increases in emissions due to construction-related activities. This project does not cause or contribute to new localized CO violations or increase severity or frequency of existing violations in the area affected by the project. This project improves the air quality by improving traffic flow and decreasing traffic delays. In accordance with the Ventura County's Guidance for the Preparation of Air Quality Impact Analyses, this project is exempt from emissions analysis based on Table 3-2 pursuant to 40 CFR § 93.126. Project construction would be conducted in accordance with all federal, state and local regulations that govern construction activities and emissions from its vehicles. This project would not have significant impacts on air quality with the following measures to minimize harm.

##### **Measures to Minimize Harm**

1. Project construction would be conducted in accordance with all federal, state and local regulations that govern construction activities and emissions from construction vehicles.
2. Pregrading/excavation activities would include watering the area to be graded or excavated before commencement of grading or excavation activities.
3. All trucks would cover their loads as required by California Vehicle Code § 23114.
4. All grading and excavation material, exposed soil areas and active portions of the construction site, including unpaved on-site roadways, would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally safe soil

stabilization materials and/or roll compaction as appropriate. Watering shall be done as often as necessary and reclaimed water used whenever possible.

5. Equipment idling time would be minimized.
6. Equipment engines would be maintained in good condition and in proper tune as per manufacturers' specifications.
7. The construction period would be lengthened during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time.
8. Re-vegetation of roadsides would occur promptly.
9. Construction activities would be phased to minimize daily emissions.
10. Grading would be phased to minimize the area of disturbed soils.
11. Speeds would be limited on unpaved construction roads to 15 mph.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This project is located in the South Central Coast Air Basin, which is designated as a non-attainment area for Ozone ( $O_3$ ) at the state and federal levels and a non-attainment area for  $PM_{10}$  at the state level. Projects of this type are listed in the EPA Conformity Rule, category of exempt projects (40 CFR Parts 51 and 53, Section 51.462). The project would not generate increased traffic. Therefore, cumulative impacts to air quality from construction and operation of the proposed project would not result in a net increase of CO,  $O_3$ , and  $PM_{10}$ . The SCAAB is designated as an attainment area for CO and  $NO_2$ . Refer to Table 3-2 for Local Air Quality Levels measured at the Emma Wood State Beach Ambient Air Monitoring Station. Projects of this type are listed in the Environmental Protection Agency (EPA) Conformity Rule, category of exempt projects, (40 CFR Parts 51 and 53, Section 51.462).

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

Temporary exposure of animal habitat to pollutants could occur. This impact is not expected to be substantial.

e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

During construction, exhaust emissions from diesel-powered equipment and vehicles and construction activities involving use of materials such as asphalt and coatings could create objectionable odors. However, such activities would be short-term and are not expected to affect a substantial number of people at any given time. Operation of the proposed project is not expected to generate objectionable odors affecting a substantial number of people.

#### 4.2.4 Biological Resources

Would the project?

Potentially Significant Impact    Less Than Significant With Mitigation    Less Than Significant Impact    No Impact

a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐    ☒    ☐    ☐

##### Biological Impacts from Alternatives 1A and 1B:

Alternative 1A and 1B would have localized, minor affects on the intertidal community from placement of the pedestrian tunnel or pedestrian overcrossing along the beach. A larger indirect impact would be increased disturbance from humans because of easier beach access.

##### Biological Impacts from Alternative 2:

Alternative 2 would have localized, minor affects on the intertidal community from placement of the pedestrian tunnel or pedestrian overcrossing along the beach. A larger indirect impact would be increased disturbance from humans because of easier beach access. There would be impacts on disturbed/moderate coastal sage scrub and willow/mulefat riparian community from the frontage road. The road would terminate parallel to Ocean Avenue in Mussel Shoals. The frontage road would alter vegetation during site preparation and fill activities and remove natural habitat during brush clearing and construction. These alternatives would also cause potential loss and fragmentation of the habitat of the San Diego desert woodrat and the San Diego horned lizard and would impact wildlife breeding. There would be temporary and permanent impacts to wetlands and upland vegetation as well. Alternative 2 would require consultation with the California Department of Fish and Game.

Measures to minimize harm would ensure that there would be no substantial adverse effects on endangered or threatened species or result in the destruction or adverse modification of the critical habitat of such species.

**Table 4-2 Endangered Species List**

Species/Habitat/Resources	Status	Potential Impacts	Mitigation Measures	Results W/ Mitigation
San Diego Desert Woodrat ( <i>Neotoma lepida intermedia</i> )	CSC	Alt. 1 – No impact Alt. 2 – Loss of habitat	See the following <i>Measures to Minimize Harm</i> .	Impacts would be less than significant
San Diego Horned Lizard ( <i>Phrynosoma coronatum blainvillei</i> )	CSC	Alt. 1 – No impact Alt. 2 – Loss of habitat	See the following <i>Measures to Minimize Harm</i> .	Impacts would be less than significant
Least Bell's Vireo ( <i>Vireo bellii pusillus</i> )	FE/SE	Alt. 1 – No impact Alt. 2 – Loss of habitat	See the following <i>Measures to Minimize Harm</i> .	Impacts would be less than significant

Key to Status Abbreviations:

FE – Federally listed as endangered

CSC – Species of Special Concern (California Department of Fish and Game)

SE – California Endangered

Source: Caltrans District 7 Natural Environmental Study Report January 2001

#### **Measures to Minimize Harm**

1. General spring surveys would be conducted to determine the probability of sensitive biological resources occurring within the Area of Potential Effect. Focused surveys would be conducted if general survey results indicated such a necessity.
2. Vegetation removal activities should be scheduled outside of the breeding bird season from March 1 through August 31.
3. The project limits would be marked to minimize grubbing impacts.
4. Project timing would be such as to minimize impacts to breeding wildlife. This would limit the number of spring seasons with construction.



5. A water pollution control plan, consistent with all permits and SWPPP requirements, would be incorporated into the project.
6. Revegetation of all temporary impact areas, where native plant community disturbance has occurred, would be conducted. Only native plants propagated from onsite material would be used. A revegetation plan from Caltrans Landscape Section would be part of the special provision.
7. Off-site revegetation would be required for Alternative 2. This would be negotiated with the resource agencies. Mitigation within the Ventura River would be likely.
8. A nesting survey would be conducted during the bird-nesting season from March 1 to August 31, as required by the State of California Department of Fish and Game (CDFG) Code.
9. Beginning 30 days prior to disturbance of suitable nesting habitat, a qualified ornithologist should conduct weekly surveys in the affected habitat, with the last survey conducted not more than two days prior to the initiation of tree removal or habitat clearance.
10. If breeding birds are encountered, a minimum 300 foot buffer for native species should be established as off-limits for construction until the young have fledged and there is no evidence of a second nesting attempt. Limits of construction in the field to maintain the proper buffer distances are best accomplished, when feasible, with construction fencing; otherwise, flagging and stakes can be used.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Plant Communities

Impacts from Alternatives 1A and 1B:

1. Alternative 1A and 1B would have localized, minor affects on the intertidal community from the pedestrian tunnel or pedestrian overcrossing placement along the beach.
2. A larger indirect impact would be increased disturbance from humans because of easier beach access.

#### Impacts from Alternative 2:

Alternative 2 would have impacts on disturbed/moderate coastal sage scrub and willow/mulefat riparian community. There would be impacts on disturbed/moderate coastal sage scrub and willow/mulefat riparian community from the frontage road. The road would terminate parallel to Ocean Avenue in Mussel Shoals.

#### Invasive Species

Caltrans issued a memorandum dated October 29, 1998, promoting prevention and control of the introduction and spread of invasive species and nonnative flora which cause substantial changes to ecosystems, upset the ecological balance and cause economic harm to our nation's agricultural and recreational sectors.

On February 3, 1999, President Clinton signed Executive Order (E.O.) 13112. Under the E.O., federal agencies cannot authorize, fund or carry out actions that they believe are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless all reasonable measures to minimize risk of harm have been analyzed and considered. Complying with the E.O. means that federal-aid and federal highway program funds cannot be used for construction, revegetation, or landscaping activities that purposely include the use of known invasive plant species. Non-native species would not be used for planting on this project due to potential adverse effects on native ecosystems.

### **Measures to Minimize Harm**

1. A revegetation plan would be developed to restore and monitor the impacted area. Contour grading and landscaping with native plant species would be utilized in stormwater retention and debris basin design.
2. General biological pre-construction surveys would be conducted by Caltrans no sooner than one week prior to construction. All results would be communicated to the resource agencies. If any sensitive biological resources are found on-site, the resource agencies would be asked to provide guidance. No construction that could effect this resource would be allowed until the resource agencies have had time to review and comment on the impacts.
3. Grubbing of vegetation would be kept to the minimum necessary to complete the work.
4. The proposed project would not introduce any invasive or exotic species onsite or offsite of the project area. Caltrans would remove the existing exotic and invasive species onsite and within the proposed site.

#### 4.2.5 Wetlands

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

##### Pre-Survey Investigations

The initial field survey conducted for this project indicated potential wetlands. This was ascertained through observation of the mulefat scrub riparian plant community, which was found along the inland side of the frontage road. Further study of contour mapping and U.S. Geological Survey maps was conducted to develop a better understanding of drainage patterns. Project plans were studied to determine impacts to areas, which may qualify as federally jurisdictional wetlands (see Figure 3-2).

##### Field Survey

A general field survey was conducted on October 18, 2000, to get an overview of biological resources, which may be impacted by the proposed project. It was during this field survey that potential wetland habitat was discovered.

Detailed project information was obtained and a focused wetland delineation survey was conducted on September 21, 2001. This survey was completed in accordance with the 1987 Wetland Assessment Protocol, which recognizes three parameters: vegetation, hydrology and soil.

The Wetland Delineation and Assessment Report focused on Alternative 2 since all wetland impacts are associated with the proposed frontage road. Alternative 1 does not include the construction of a frontage road, therefore, there are no impacts to wetlands associated with this alternative.

**Table 4-3 Wetland Impacts for Alternative 2**

	Permanent Impacts (Acres)	Temporary Impacts (Acres)
Direct Impacts	0.94	0.93
Indirect Impacts	1.86	Noise (not a wetland impact)

Source: Caltrans District 7 Wetland Delineation and Assessment Report September 2001

##### Explanation of Table

**Direct/Temporary Impacts:** This is the area 50 feet beyond the edge of the frontage road, on the inland side. This is for temporary construction impacts due to equipment.

**Direct/Permanent Impacts:** This is the footprint of that portion of the frontage road within wetlands. Also, the dimensions of the water retention basin.

**Indirect/Permanent Impacts:** This is the area between the frontage road and the railroad, due to fragmentation and loss of wetland functions (wildlife movement, hydrology changes, etc.)

##### Wetland Functions and Values

The wetland is present due in part to artificial manipulations of topography. Present vegetation is low successional mulefat scrub, indicating that groundwater table and sheet flows are sporadic. Wildlife value is moderate due to the extent of the wetland. The wetland is extensive enough to have areas of escape for

wildlife, even those species less tolerant of human intrusion. There is potential for the presence of the federally endangered Least Bell's vireo, due to the extensiveness of the wetland. The artificial basin that has been created by the elevated railroad lines and berm protecting it has resulted in giving this wetland a high function as a groundwater retention basin.

#### **Potential Impacts**

The main impact to wetland functions and values from this project will be habitat fragmentation and increased degradation. The area between the railroad and frontage road will be a 'wetland island.' Wildlife will use it less as a result of increased human disturbance. Additionally, there will be an increase in 'edge effect.' This will lower its value to many songbirds for nesting, as more aggressive, invasive bird species, such as cowbirds and European starlings will be able to crowd them out. Also, while invasive plant species are not currently a major problem, increased disturbance could make the area more conducive to them. This is especially true for giant reed grass (*Arundo donax*).

Hydrology will be altered, due to the frontage road and the necessary culverting to make the road safe. This will change flow features and redirect it in ways not fully known at this time. Also, groundwater recharge may be less efficient because of an increase in hard surface.

#### **Measures to Minimize Harm**

1. The water retention basin would be composed of the minimal amount of hard surface necessary.
2. If the present plans are finalized, mitigation for wetland impacts will be required. Because of the moderate value of this wetland, it can be presumed that the California Department of Fish and Game will require approximately 5:1 for permanent impacts and 3:1 for temporary impacts. This will require purchases of land off-site, presumably in the Ventura River Watershed. Taking into account land values, planting, plant establishment, monitoring and invasive control, the cost can be predicted to be approximately \$1,050,000.
3. Endangered species surveys, specifically for Least Bell's vireo would be conducted in accordance with federal protocol. These could entail additional mitigation depending on findings. If the vireo is present, Caltrans will commit to a 10:1 wetlands replacement ratio. If the vireo is not present, Caltrans will commit to a 5:1 wetlands replacement ratio.
4. The water retention basin proposed for this project may be considered groundwater recharge mitigation depending on further negotiations with the State Water Quality Control Board.

#### **Permits**

##### **Alternative 1 would require the following permit:**

1. Coastal Commission Permit (California Coastal Commission)

##### **Alternative 2 would require the following permit:**

1. Coastal Commission Permit (California Coastal Commission)
2. Section 404 Permit (Army Corps of Engineers)
3. 401 Permit (Los Angeles Regional Water Quality Control Board)
4. 1601 Streambed Alteration Agreement (California Department of Fish and Game)

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	-----------

- b) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The frontage road would have localized impacts to wildlife movement. However, the areas adjacent to the project sites have already been disturbed for various reasons (i.e. existing highway, existing railway and other activities).

- c) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The Ventura County Area Plan for the Coastal Zone designates Environmentally Sensitive Habitats. These Environmentally Sensitive Habitats include tidepools, beaches and creek corridors. Tidepools are located in many areas along the north coast (Rincon Point, Mussel Shoals, Seacliff, and south of Faria etc.). None of the alternatives would impact any of the designated Environmentally Sensitive Habitats. All the alternatives would have minor impacts to the intertidal community and beaches from either of the pedestrian accesses proposed. The proposed project would comply with the policies set forth in the Ventura County Area Plan for the Coastal Zone.

- d) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?**

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

#### 4.2.6 Cultural Resources

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

In accordance with 36 CFR 800.3(b) and 800.4 (b)-(d), FHWA and Caltrans have sought SHPO concurrence that a good faith effort has been expended to identify historic resources in conjunction with the U.S. 101 La Conchita/ Mussel Shoals project. These efforts have determined that there are no National Register or California Register listed or eligible properties within the project's Area of Potential Effect. Because there are no historic resources located within the project's Area of Potential Effect, there would be no effect to historic resources as a result of this project. (See Appendix F).

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Results of the Phase One Archaeological Survey indicate that while several sites were reported to be present in the APE, not all of these sites may contain sensitive cultural material.

#### Measures to Minimize Harm

1. A Native American monitor would be required during all construction phases.
2. Although one site's integrity is in question and the site should not be directly impacted by construction, it should be designated as an Environmentally Sensitive Area (ESA) prior to construction to avoid possible impacts by equipment staging activities.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

There are no unique geological features that would be destroyed either directly or indirectly by the proposed project. A record search would be conducted to determine if there are previously discovered paleontological resources in the study area. Given that the project would have limited excavation required to construct the proposed improvements, significant impacts to paleontological resources are not anticipated.

d) Disturb any human remains, including those interred outside of formal cemeteries?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

Alternative 2 directly impacts a previously recorded potential archaeological site (CA-VEN-644) and although the integrity of the site is currently in question, further archaeological testing would be needed to successfully argue against construction operations having a direct impact on this site. Due to the high density of archaeological sites in this area and the close proximity of an additional archaeological site (CA-VEN-141) to the APE, an archaeological monitor would also be required during all construction excavation phases.

#### Measures to Minimize Harm

1. The contractor shall provide for a Native American Monitor (a representative of the traditional tribe of the area) during the excavation phase of construction. Additionally, a Caltrans archaeologist shall be invited to meet with these individuals prior to the start of construction to discuss the requirements necessary to ensure compliance with Caltrans policy.
2. If buried cultural materials are encountered during construction, work in the area would halt until a Caltrans archaeologist can evaluate the nature and significance of the find.



3. If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98. The District 7 Environmental Planning Branch shall immediately be notified.

#### 4.2.7 Geology and Soils

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Implementation of the project would require excavation and recompaction, contour grading, installation of utilities and connection of drainage collection facilities to the adjacent flood control channel. Grading would result in minor changes to surface topography. Based on the review of several geological/seismologic reports, it is our opinion that the potential for ground rupture is small and is not considered to be a significant hazard for this project.

There is no geological information that indicates an active fault in the project area. The nearest known active fault (under the Alquist-Priolo Earthquake Fault Zoning Act) is the Red Mountain Fault Zone and is located approximately 0.6 km (0.4 miles) to the north of the project from the tunnel alternative at La Conchita.

#### Measures to Minimize Harm

1. All bridges and other structures would be designed to resist the maximum credible earthquake without collapse, structural damage or traffic obstruction.

ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The project site is located in a seismically active area of Southern California; to reduce the risks from potential seismic hazards to acceptable levels, any project structures, such as overcrossings or tunnels, would be designed and constructed in accordance with applicable seismic standards and building codes.

iii) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

During the last two major earthquakes in the Southern California area (1971 Santa Fernando –  $M_m=6.62$  and the 1994 Northridge –  $M_m=6.7$ ) liquefaction did not occur within the limits of this project. Subsurface information would be collected during the design phases of the proposed project for the potential liquefaction and any project structures, such as overcrossings and tunnels, would be designed and constructed in accordance with applicable liquefaction and building codes.

iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

This project would not involve any work that increases or decreases landslide potential and with the existing highway, railroad and communities the proposed project would not increase the potential to expose people to adverse effects of a landslide.

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

**b) Result in substantial soil erosion or the loss of topsoil?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

During construction, wind and water could result in erosion of exposed soils. However, compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements for control of erosion and implementation of sediment control measures such as Best Management Practices would reduce potential impacts.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The potential for landslides, lateral spreading, subsidence, liquefaction or collapse is negligible.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks of life or property?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Expansive soils are characterized by their ability to undergo significant change (shrink or swell) due to variations in moisture content. Changes in soil moisture content could result from rainfall, landscape irrigation, utility leakage and/or perched groundwater and may result in unacceptable settlement or heave of structures, concrete slabs supported-on-grade and/or pavements supported on these materials. The site soils are non-expansive.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project is a highway project and would not result in the generation of additional wastewater or a need for new septic tanks.

#### 4.2.8 Hazards and Hazardous Materials

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Hazardous waste may be transported on the proposed roadway facility. Federal, state and municipal laws regulate the transport of hazardous wastes.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

There is potential for contamination from aerially deposited lead from vehicular emissions along U.S. 101 on the six proposed right-of-way parcels.

Three underground storage tanks (USTs) are present at the gas station (6905 Surfside Drive) located at the subject property. This property has known soil and groundwater contamination associated with past fuel releases from one of the USTs. The leaking UST has since been removed and remediation of the contamination is currently ongoing.

#### Measures to Minimize Harm

1. It is recommended that soil and groundwater information for the property be further evaluated to assess whether additional soil and groundwater investigation/remediation are needed. In addition, condition of the existing USTs (age of tank, type of tank and presence of leak detection system) also needs to be determined. If the review indicates a potential for contamination or sufficient data are not available, soil and groundwater investigation is recommended as part of a Site Investigation (SI) in accordance with the requirements of the Ventura County Environmental Health Department (VCEHD).
2. It is recommended a structural integrity check of the concrete-lined pits be conducted if they are to be relocated or removed during the access improvement project. If this inspection indicates that the concrete-lined pits have cracks or are failing, then soil sampling below the bottom of the concrete-lined pits and sidewalls as part of a SI to assess the potential presence of creosote in the soil.
3. In the event the railroad track has to be temporarily relocated, it is recommended that initial assessment of whether the wooden ties are treated with creosote be conducted. If so, then conduct soil sampling below the railroad track as part of a SI to assess the potential presence of creosote in the soil.
4. In the event excavation activities occur in this area as a result of the access improvement project, it is recommended that soil sampling be performed as part of a SI in accordance with the 1995 Caltrans memorandum entitled "Interim Aerially Deposited Lead Testing Procedures." If the laboratory analytical results indicate the presence of elevated lead concentrations, the lead-impacted soil will be properly managed in accordance with the conditions of the September 2000 Variance granted by the California Department of Toxic Substances Control (DTSC) to Caltrans.

- |  | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation | Less Than<br>Significant<br>Impact | No Impact                           |
|--|--------------------------------------|--|------------------------------------|-------------------------------------|
| c) <b>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</b> | <input type="checkbox"/>             | <input type="checkbox"/>                       | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

No schools exist within a one-quarter mile radius of the proposed project site.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) <b>Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project site is not located on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) <b>For a project located within an airport land use plan or where such a plan has not been adopted within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project?</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project is not located within 2 miles of an airport. Safety hazards for the people residing or working in the project area are not anticipated.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) <b>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project is not located in the vicinity of a private airstrip.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) <b>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project is not expected to interfere with an adopted emergency plan or evacuation plan. However, potential temporary lane or highway closures may be required during construction, which could affect emergency vehicle access. The design, construction and operation of the proposed project would be coordinated by Caltrans in consultation with emergency services staff to ensure that construction activities would not significantly impair or affect emergency plans and procedures. *Also refer to Section 4.2.16 e.*

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) <b>Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

There are no wildlands adjacent to the proposed project site.

#### 4.2.9 Hydrology and Water Quality

**Would the project:**

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

- a) Violate any water quality standards or waste discharge requirements?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Water erosion of exposed soils during construction could result in sediment loading on downstream water bodies. However, given the size of the project, relatively flat topography of the area, and the fact that the project would comply with National Pollution Discharge Elimination System (NPDES) permit erosion control measures, significant impacts are not anticipated.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

This minor water consumption would not substantially deplete groundwater supplies. The project may result in a slight increase in impervious surfaces, which would have a negligible effect on groundwater recharge.

Groundwater storage and groundwater elevations beneath the project boundaries should not change substantially. There should be no significant change in percolation associated with the project. The existing paved area of 59.4 acres represents 0.37 percent of the watershed and the final paved area will be 63.1 acres and represent 0.39 percent of the watershed. There is a minimal change in the surface water runoff, hence, a minimal change in percolation.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-or offsite?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

This project would not materially change the existing drainage patterns. Runoff patterns are not expected to increase significantly since there will be little or no increase in impervious areas for surface runoff.

Soil loss would occur as a result of grading and surface disturbance. With proper erosion control and runoff management plans, these impacts would be reduced.

Short-term construction impacts to water quality would result. This temporary impact would occur during construction periods and is not considered an adverse impact to water quality. For both short and long-term water quality impacts, temporary as well as permanent, Best Management Practices (BMPs) would be identified during final design when there are sufficient engineering details available to warrant competent analysis.

#### **Measures to Minimize Harm**

1. The Storm Water Pollution Prevention Plan (SWPPP) would incorporate control measures in the following categories: soil stabilization practices; sediment control practices; sediment tracking control practices; wind erosion control practices; and non-storm water management and waste management disposal control practices

2. Caltrans, in coordination with the resource agencies, would develop an appropriate method for isolating and de-watering the work area that would minimize the potential impacts to water quality. Special emphasis would be placed on reducing the amount of re-suspended sediment that is allowed to flow downstream of the work area.
3. The contractor would be required to comply with water pollution control provisions, Storm Water Pollution Prevention Plan (SWPPP) measures and the requirements in Section 7-1.01G "Water Pollution," of the Standard Specifications.
4. The contractor would abide by permit conditions contained in the Department of Fish and Game Section 1601 Agreement and Section 401 permit required by the Los Angeles Regional Water Quality Control Board (LARWQCB). All work would be coordinated with the resource agency representatives and would be performed in compliance with permit conditions.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The risk associated with the proposed project is low for Alternatives 1 and 2.

According to the Federal Emergency Management Agency (FEMA) Flood Hazard Map, the proposed project is located in a floodplain. Project implementation could result in minor increases in impervious surfaces and surface water runoff. The proposed project would not alter the course of any river or stream.

e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project could result in minor increases in surface water runoff. However, the proposed project would include any required storm drain improvements to accommodate anticipated runoff volumes.

Pollutants transferred out of the study area by wet-weather flows are the result of non-point pollution sources. Activities associated with pollutants discharged through dry-weather flows would be limited to landscape irrigation. The majority of the irrigation water should be absorbed into the freeway slopes or at the bottom of fill. Dry-weather flows are usually low-volume flows not resulting from precipitation. The project would not increase activities commensurate with dry weather flows. Therefore, dry weather flows should not increase as a result of this project and impacts would be less than significant.

f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

No potential exists for disturbed soil to erode, resulting in sediment discharge into the Pacific Ocean.



- |   | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation | Less Than<br>Significant<br>Impact | No Impact                           |
|---|--------------------------------------|--|------------------------------------|-------------------------------------|
| <b>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</b> | <input type="checkbox"/>             | <input type="checkbox"/>                       | <input type="checkbox"/>           | <input checked="" type="checkbox"/> |

The proposed project is an access improvement project and would not place housing within a 100-year flood hazard area.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <b>h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project would not construct structures within a 100-year flood hazard area.

Estimates of the net change in cubic feet per second of groundwater contributions should be less than significant since most of the rainfall associated within existing site conditions is direct runoff and not percolation. The proposed scope of work for Alternative 1 is to construct a pedestrian undercrossing, and the proposed scope of work for Alternative 2 is a frontage road with a vehicular tunnel in the County of Ventura on U.S. 101.

A total of 4.3 acres of additional paved area would be added to the project site. This change would represent less than a 0.078 percent addition in the total groundwater inflows estimated, and would not substantially change groundwater storage or groundwater elevations beneath the project boundaries.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <b>i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is not located within a dam or levee inundation area. Therefore, no impacts are anticipated.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <b>j) Inundation by seiche, tsunami, mudflow or wave runup?</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Based on the Tsunami Hazard Map of California, the site is located in a low damage potential area. It is not possible to prevent or control these seismic waves. The National Oceanic and Atmospheric Administration operates a seismic sea wave watch program alert that provides a fairly effective warning system.

Wave runup is defined as the vertical height above the still water level to which a wave rises on a structure of finite height. As waves encounter the structure, the water will rush up along the slope and may overtop the top of the slope if the structure is not high enough. Overtopping is the flow rate of water over the top of a finite height structure as a result of wave runup.

The study is conducted in accordance with a generally widely accepted practice in the coastal engineering field. The coastal engineering field and the dynamics of shoreline changes resulting from the interaction between coastal processes and coastal structures is a young and inexact science. Therefore, the findings and conclusions are largely based on a high degree of professional judgment and opinion. Based on our study, it is our opinion that after the Pedestrian Undercrossing Tunnel at La Conchita is built because it will provide beach access for La Conchita residences and will not affect the nearby beach area. The entire tunnel is going to be inundated under 5-year storms, and half of the tunnel is going to be inundated

under 2-year storm. When the tunnel is inundated, the waves will roll into the tunnel and sediments are also going to be brought into the tunnel. During winter season when large storms come, sand is eroded away from the beach to the ocean. During summer season, the milder waves transport sand back to the beach from the ocean. The sand movement causes the beach to fluctuate about 30.5 m – 45.7 m (100-150 ft) horizontally and 0.9 m (3 ft) vertically. The pedestrian and vehicle undercrossing tunnel at Mussel Shoals (Alt. 2) is relatively further away from the beach area. There will be no impact to the Mussel Shoals beach and the storm wave will not impact the tunnel.

**Measures to minimize harm:**

1. A protection wall should be designed:
  - a. To provide enough protection, i.e., high and wide enough, for the tunnel exit so that the wave will not directly hit the tunnel exit.
  - b. Located as close as possible to the tunnel, but leaving enough space for the pedestrian exit.
  - c. Not cause negative impact to the existing beach, i.e., permanent beach erosion. As long as the wall does not intrude to the beach from the existing RSP toe, there should be no negative impacts on the existing beach.
  - d. To consider seasonal beach fluctuations.
  - e. To aesthetically fit into the surrounding environment and address any California Coastal Commission concerns.
2. Close the tunnel during storms.
3. Clean sediment deposition in the tunnel after storms.

#### 4.2.10 Land Use and Planning

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Physically divide an established community?**

The proposed project would not physically divide an established community.

**b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project is consistent with Ventura County's North Coast General Plan and would not conflict with their Air Quality Management Plan. The project is within the Coastal Zone. Caltrans Division of Environmental Planning (DEP) would coordinate with Ventura County and State Coastal Commission and would prepare a draft Coastal Development Permit (CDP) application for submittal to the State Coastal Commission. Caltrans would also coordinate with the State Coastal Commission regarding federal Coastal Zone Management Act consistency certification. The proposed project is consistent with the Ventura County General Plan for the Coastal Zone.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would not conflict with any habitat conservation or natural community conservation plans.

#### 4.2.11 Mineral Resources

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

There are no known mineral resources in the immediate area.

- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project is not delineated as a mineral resource recovery site on any local land use plans.

#### 4.2.12 Noise

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The Noise Study Report for the proposed project addresses the alternatives proposed at Mussel Shoals and La Conchita on U.S. 101 in Ventura County. Alternatives 1 and 2 involve improvements which would not directly impact adjacent residences and hence, are not qualified for soundwalls.

At Mussel Shoals, due to the relocation of U.S. 101 (away from the receivers), the residents will be less impacted by the freeway noise. The future (2020) noise level will decrease by approximately 2 decibels (dBA) from 67 dBA to 65 dBA. On the other hand, the residents of La Conchita will be more impacted by freeway noise. The future noise levels will increase by 3 to 4 dBA to 72 dBA. Attenuation to the Federal standard and to lower, more desirable levels was considered for all the sensitive receptors within the project limits.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Construction activities could generate groundborne vibration and noise. Given the fact that construction would be restricted to daytime hours and the nature of the construction activities, which would primarily consist of concrete mixing, jackhammering, pile driving, grading, and pavings, significant impacts are not anticipated. No blasting would be required. Vibration and groundborne noise from large trucks may be perceptible to nearby residences. However, these levels would not be different from those levels currently experienced by residences adjacent to the project site.

Vehicles would be redirected onto the local streets in small numbers that would cause a minimal dBA increase per state and federal requirements.

#### Measures to minimize harm:

1. Arrange the noisiest construction operations together in the construction program to avoid continuing periods of greater annoyance.
2. Require that construction equipment be equipped and maintained with effective muffler exhaust systems.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Refer to Section 4.2.12a

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Construction of this project would require the use of heavy equipment with high noise level characteristics. Typically, construction equipment ranges from concrete mixers and generators producing noise levels in the 80-decibel (dBA) range, at a distance of 15.2 m (50 ft) from the source, to

jackhammers at over 90 dBA and pile drivers whose peaks extend over 95 dBA. The proposed alternatives would cause a minimal amount of vehicles to be redirected onto local streets. This would cause a less than substantial dBA increase per state and federal requirements.

**Measures to Minimize Harm**

1. Construction noise levels should not exceed 86 dBA ( $L_{max}$ ) at a distance of 15 meters (49.2 ft.).
2. For all noise generating construction activity on the project site, additional noise attenuation techniques shall be employed as needed and feasible to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary sound barriers between construction sites and nearby sensitive receptors.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would not be located within 2 miles of an airport.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project is not located within the vicinity of a private airstrip.

#### 4.2.13 Population and Housing

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension or roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project is a highway safety improvement project and would not include the development of residential, commercial, or industrial uses. The project is located between two small independent communities that have developed systems of roads and highways and other infrastructure improvements. The proposed project does not connect any currently undeveloped areas. Alternative 2 proposes to connect the existing communities with a frontage road to the existing infrastructure to ensure safe access. For these reasons, the project is not expected to induce, directly or indirectly, growth or increases in population. The components of this analysis of the project's potential for inducing growth consisted of the proposed growth in the area, the potential for additional growth, and traffic forecasted for the Build and No Action scenarios.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would enhance highway safety and provide direct pedestrian access to the beach. No existing housing would be displaced as a result of the construction of the Alternative 1A (preferred alternative) that would necessitate the construction of housing elsewhere.

In order to improve the southbound on- and off-ramp at Mussel Shoals, turn lanes would be added outside the southbound traveled ways. The area that would need to be acquired is the area bounded by the existing Old Pacific Coast Highway, southbound off-ramp, and Ocean Avenue. This area may already be state owned land. At Mussel Shoals, there would only be a temporary partial acquisition of parking spaces adjacent to the highway for the construction of the retaining wall included in the preferred alternative. However, these parking spaces are all within state property.

Alternative 2 would require approximately 22.5 acres of additional right of way to be acquired. Of this area, 13.8 acres are temporary easement for the construction of the temporary detour and utility relocation. Two parcels would require full acquisition and 6 parcels would require partial acquisition. There are 64 mailboxes that would need to be relocated According to the Draft Relocation Impact Report, 2 single-family residential parcels would be impacted fully and 1 single-family residential parcel would be impacted partially. A portion of vacant land and pasture land would be impacted partially.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project would enhance highway safety and provide direct pedestrian access to the beach. No persons would be displaced as a result of the construction of the preferred alternative (Alternative 1A) that would necessitate the construction of housing elsewhere.

The proposed project would not result in disproportionately high or adverse impacts to minority or low-income neighborhoods or communities. No denial or substantial delay in the receipt of benefits from Caltrans programs, projects, policies or activities is expected to occur (See Title VI Statement in Appendix D).



#### 4.2.14 Public Services

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project would result in longer response times due to the closing of the medians. However, emergency median openings would provide access for emergency and law enforcement vehicles only. Details of these emergency openings will be addressed and designed during final design.

The proposed project consists of improving access to an existing roadway. During construction of the proposed project there could be a slight increase in response times for emergency vehicles. Proper notification of emergency services of lane closures from Caltrans Transportation Management Plan would minimize response times.

Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The project would not add any residential uses. Therefore, no increases in student enrollment would occur as a result of the project. Construction activities and equipment could pose hazards to children traveling to and from schools in the area. To minimize potential impacts, Caltrans would consult with local school officials to identify measures, such as proper signing, fencing, detours, and haul routes, to mitigate potential impacts.

Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Implementation of the proposed project is not expected to result in a significant impact on other public facilities. The Union Pacific Railroad passes through the community of La Conchita parallel to U.S. 101. Within the Union Pacific Railroad right-of-way, there are fiber optic cables maintained by Pac Bell, MCI and US Sprint. A high-pressure gas line is also within Union Pacific Railroad's right-of-way and is operated by the Casitas Pipeline Company. Temporary relocation of telephone, electrical, gas service and railroad may result from Alternative 2.

The community of La Conchita is served by individual sewage disposal systems (septic systems) for sewage disposal. There are some properties located on Surfside Street, Santa Barbara Avenue and Ojai Avenue that may have septic systems located in the proposed project area (frontage road). Prior to construction, the locations of the septic systems should be verified and if necessary, the systems should be relocated. If relocation is necessary, a repair permit for a new septic system must be obtained by the County of Ventura Environmental Health Division.

Estimates

Cost estimates for Alternative 1A (PUC Tunnel) is at \$12,300,000. This cost includes \$20,000 for right of way and utility relocation and \$12,280,000 for construction of highway and structure items. Coordination with the California Coastal Commission is required. Coordination with the Union Pacific Railroad Company is required. This alternative has a low potential to significantly impact the environment.

Cost estimates for Alternative 1B (POC Bridge) is at \$12,510,000. This cost includes \$30,000 for right of way and utility relocation and \$12,480,000 for construction of highway and structure items. Coordination with the California Coastal Commission is required. Coordination with the Union Pacific Railroad Company is required for construction issues over railway tracks. This alternative has a low potential to significantly impact the environment.

Cost estimates for Alternative 2 are estimated at \$24,120,000. This cost includes \$2,730,000 for right of way and utility relocation and \$21,390,000 for construction of highway and structure items.

#### 4.2.15 Recreation

Would the project:

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project would improve access to the beach adjacent to Mussel Shoals, but parking spaces are limited. The parking constraints would restrict the number of people that could use the beach. The impacts to the beach from increased usage would be minimal.

The bike route that extends from Bates Road to the Sea Cliff off-ramps would be temporarily detoured and remain open during construction. On completion of the project, the existing configuration with the bicycle lane on the outside shoulder will be reinstated.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would not include or require the construction or expansion of recreational facilities.

#### 4.2.16 Transportation/Traffic

**Would the project:**

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

- a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Alternative 1 would not increase traffic to the existing traffic load and capacity of the system.

Alternative 2 would increase traffic load to the community of Mussel Shoals. La Conchita residents traveling southbound on U.S. 101 would use the Mussel Shoals off-ramp and frontage road to access their community. The traffic numbers indicate less than substantial increase. An average of 28 cars would use the off-ramp compared to 11 cars with the existing facility. Mussel Shoals residents traveling northbound on U.S. 101 would use the La Conchita off-ramp and frontage road to access their community. The traffic numbers indicate less than substantial decrease. An average of 27 cars would use the off-ramp compared to 36 cars with the existing facility. See Tables 1-3 and 1-4.

The bike route that extends from Bates Road to the Sea Cliff off-ramps would be temporarily detoured and remain open during construction. On completion of the project, the existing configuration with the bicycle lane on the outside shoulder will be reinstated.

Temporary staging of equipment and construction materials would occur along the Sea Cliff Beach Coastal Access frontage road.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

In 2024, the level of service would improve to C with construction of the proposed project. An increase in level of service indicates reduction of congestion level, which would improve safety, travel time and driver comfort.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The project involves improving access and would not impact air traffic.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project involves improving access and does not include sharp curves or other design features that are expected to result in significant hazards.

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

**e) Result in inadequate emergency access?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Some construction may require temporary lane closures and late night closures. A Traffic Management Plan (TMP) would be completed for the construction of the project. Adequate public notices and posted announcements would be required to alert motorists about different construction stages and lane closures. During the early and final stages of construction, the placement and removal of K-rails may cause traffic delays. The actual number of stages needed and details for the TMP would be developed during final design of the project. All existing lanes would be opened to traffic during construction.

**f) Result in inadequate parking capacity?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Approximately 15 parking spaces adjacent to the highway, which are all within state property would be used as a temporary construction easement for the construction of the retaining wall for the lengthening of the on-ramp at Mussel Shoals. No permanent designated public parking spaces would be lost after construction or by any of the proposed alternatives. Private parking for one resident (in La Conchita) may be impacted by the frontage road for Alternative 2.

**g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project is included in the Circulation Element of the County's General Plan.

#### 4.2.17 Utilities and Service Systems

**Would the project:**

Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	-----------

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project does not include the construction of new development that would generate wastewater.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project does not include the construction of new development that would generate wastewater.

- c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

The proposed project would include necessary street drains to accommodate anticipated runoff from the proposed highway.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Minimal amounts of water would be consumed during construction and for landscaping upon completion of the project. Impacts on water supply would be insignificant. No new or expanded entitlements would be required.

- e) Result in a determination by the wastewater treatment provider that services or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project does not include the construction of new development that would generate wastewater. No impacts would occur.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Construction of the proposed project would result in demolition debris requiring disposal. This one-time impact is not expected to significantly affect the capacity of local landfills.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would comply with all applicable federal, state, and local statutes in relation to solid waste regulations.



#### 4.2.18 Mandatory Findings of Significance

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Alternative 2 would have the potential to degrade the quality of the environment with the frontage road from La Conchita to Mussel Shoals. This alternative would degrade a small amount of coastal sage scrub but would not substantially reduce the habitat of wildlife species, cause wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

Alternative 2 would have the potential to directly impact a previously recorded potential archaeological site. Although the integrity of the site is currently in question, further archaeological testing would be required to successfully determine the eligibility and whether or not there would be direct impacts from the proposed construction.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	-------------------------------------	--------------------------	--------------------------

The proposed project would not result in potential cumulative impacts.

The CEQA Guidelines, Section 15130, states that "cumulative impacts shall be discussed when they are significant. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone." As stated in Section 15355 of the State California Environmental Quality Act (CEQA) Guidelines:

"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probably future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

In accordance with NEPA 40 CFR 1508.7, cumulative effects “which result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions,” shall be discussed.

CEQA and NEPA provide for various methods to achieve an adequate discussion of cumulative impacts. The Ventura County General Coastal Plan, December 10, 1996, was reviewed to determine whether the U.S. 101 project impacts were already included in the analysis. If not, the U.S. 101 project impacts were then added to the forecasted impacts to determine the likelihood that cumulative impacts would occur.

1. Geology and Soils: Seismic hazards are experienced throughout Southern California, including the project area. With or without the U.S. 101 project, people would be exposed to such hazards as fault displacement/ground rupture, seismic groundshaking, liquefaction, differential settlement, subsidence, and landslides. The project would not increase or decrease these hazards, nor would it introduce additional population into an area where these hazards exist. Thus, the project would not contribute to cumulative geology or soils impacts.
2. Land Use and Socioeconomic: The proposed U.S. 101 improvements are consistent with the Ventura County General Plan, and would not contribute to land use impacts not addressed in the aforementioned general plans.
3. The project would provide short-term employment opportunities (construction) and contribute to an overall increased economic activity in the long term by improving accessibility within and to the project area.
4. The disruption of traffic on the freeway that would result from project construction is a temporary occurrence and would not contribute to a cumulative impact. Impacts related to relocation of utilities would be temporary and not substantial on either an individual or cumulative basis.
5. Biological Resources: There would be minimal loss of natural habitat and wetlands resulting from the project. The proposed project will be carried out utilizing appropriate measures to avoid and minimize impacts to sensitive species, habitats, and other resources; it would not have any long-term impacts. Short-term impacts to sensitive resources will be minimized to the greatest extent practicable and mitigated, where possible, following construction. This project would not contribute significantly to any cumulative impacts on these resources.
6. Archaeological/Historical Resources: No other projects are known that would affect the cultural resources of the project area. Impacts of other projects are not an addition to those of the proposed project, such that significant cumulative impacts would not occur.
7. Hydrology: No other projects are known that would affect the hydrology of the project area. Impacts of other projects do not contribute with those of the proposed project, such that significant cumulative impacts would not occur.
8. Traffic and Transportation: By design, the U.S. 101 project would have beneficial traffic and transportation impacts and would not contribute to cumulative adverse impacts.
9. Air Quality: As a result of congestion reduction that would result from the project, U.S. 101 improvements would have a beneficial impact on air quality, and would not contribute to cumulative adverse impacts.
10. Noise: Temporary noise-sensitive habitat adjacent to U.S. 101 would not continue to be exposed to freeway equipment noise impacts. Noise impacts related to U.S. 101 improvements would not contribute to the existing and growing urban noise impacts.
11. Water Quality: The U.S. 101 project would result in very minimal increases in impervious areas and in the quantity of runoff, and minimal reductions in the recharge of groundwater levels. Such minimal impacts to groundwater recharge quality would combine with those from other projects related to the conversion of land to urban uses to result in cumulative impacts to water quality.
12. Hazardous Materials: The U.S. 101 improvements would not affect hazardous materials within the project area, and would not contribute to a cumulative impact.

13. Visual Resources: Visual changes would occur due to the U.S. 101 improvements. These visual changes would result in negative impacts at some, but not all, viewpoints. It is very difficult; however, to discuss whether the cumulative visual effect of the build-out of the Ventura Plan, including the U.S. 101 improvements, would be positive, negative or neutral. The area, as it exists, does have a strong visual character. The most important views are those of the mountains and ocean. The proposed project would not cause visual impacts to these major vistas within the area.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Construction and operation of the proposed project would have impacts to the human population. The construction would affect air quality, construction noise, emergency access, traffic and archaeological resources. Operations of the proposed project would effect visual resources, noise, and traffic. All impacts resulting from the construction and operations of the proposed project would be mitigated to less than significant.

## **5 DISTRIBUTION LIST**

### **5.1 Elected Officials**

Honorable Barbara Boxer  
United States Senator  
312 N. Spring Street #1748  
Los Angeles, CA 90012-4701

Honorable Dianne Feinstein  
United States Senator  
11111 Santa Monica Bl. #915  
Los Angeles, CA 90025

Supervisor Steve Bennett  
Ventura County Supervisor 1<sup>st</sup>  
District  
800 S. Victoria Avenue, L-1900  
Ventura, CA 93009

Honorable Hannah-Beth Jackson  
Assemblymember, 35th District  
701 East Santa Clara St., Suite 25  
Ventura, CA 93001

Honorable Jack O'Connell  
State Senator, 18th District  
89 S. California St., Suite E  
Ventura, CA 93001

Honorable Elton Gallegly  
United States Congressman  
300 Esplanade Drive, Suite 1800  
Oxnard, CA 93030-1262

## **5.2 Federal Agencies**

Ms. Louise Lampara  
U.S. Fish & Wildlife Service  
2493 Portola Road, Suite B  
Ventura, CA 93003

National Marine Fisheries Service  
501 West Ocean Boulevard, Suite  
4200  
Long Beach, CA 90802

Mr. Bruce Henderson  
U.S. Army Corps of Engineers  
451 Alessandro Drive, Suite 255  
Ventura, CA 93001

### **5.3 State Agencies**

Natasha Lohmus  
State of California Department of  
Fish and Game  
1933 Cliff Drive, Suite 9  
Santa Barbara, CA 93019

Executive Officer  
State Water Resources Control  
Board  
901 P Street  
Sacramento, CA 95814

Lt. Les Fritz  
California Highway Patrol  
P.O. Box 3237  
Ventura, CA 93006

Gary Timm  
District Manager  
California Coastal Commission  
South Central Coast District  
89 South California St., Ste 200  
Ventura, CA 93001

Chris Flynn  
Transportation Project Analysis  
California Coastal Commission  
South Coast District Office  
200 Oceangate, 10<sup>th</sup> Floor  
Long Beach, CA 90802

Executive Officer  
State of California Water Quality  
Control Board  
Los Angeles Region  
320 W. 4th Street, Suite 200  
Los Angeles, CA 90013

State Clearinghouse  
1400 Tenth Street  
Sacramento, CA 95814

## **5.4 County Agencies**

Ventura County APCD  
Attn: Molly Pearson  
669 County Square Drive  
Ventura, CA 93003

Keith Turner, Director  
County of Ventura  
Planning Division  
800 South Victoria Avenue  
Ventura, CA 93009

Executive Director  
Oakbrook Park Chumash  
Interpretive Center  
3290 Long Ranch Parkway  
Thousand Oaks, CA 91360

Mr. Dale Carnathan  
Ventura County Sheriff, Office of  
Emergency Services  
800 South Victoria Avenue, #3330  
Ventura, CA 93009-3330

Mr. Joseph Eisenhunt  
Planning Division  
Resource Management Agency  
800 South Victoria Avenue  
Ventura, CA 93009

Ventura County Fire Department  
County Headquarters  
165 Durley Avenue  
Camarillo, CA 93030

Ms. Susan Ruiz  
Ventureno Chumash Representative  
P.O. Box 6612  
Oxnard, CA 93031

Mr. Patrick Richards  
Planning Division  
Resource Management Agency  
800 South Victoria Avenue  
Ventura, CA 93009

Ms. Ginger Gherardi,  
Executive Director  
Ventura County Transportation  
Commission  
950 County Square Drive, Suite 207  
Ventura, CA 93003

Mr. Nazir Lalani, PE  
Traffic Planning and Administration  
County of Ventura  
800 South Victoria Avenue  
Ventura, CA 93039

Mr. Kerry Forsythe  
Ventura County Transportation  
Commission  
950 County Square Drive, Suite 207  
Ventura, CA 93003

Avenue Library  
606 North Ventura Avenue  
Ventura, CA 93001



## **5.5 Organizations and Individuals**

Southern California Gas Company  
Utility Relocation Department  
P.O. Box C  
Monterey Park CA 91756

Southern California Edison  
Company  
Utility Relocation Department  
2244 Walnut Grove Avenue  
Rosemead, CA 91770

Amtrak  
Manager of Environmental Control  
800 North Street  
Los Angeles, CA 90012

Richard Gonzeles, Senior Manager  
Union Pacific RR  
19100 Slover Ave.  
Bloomington, CA 92316

Southern California Regional Rail  
Authority  
700 S. Flower Street, Suite 2600  
Los Angeles, CA 90017

California Wildlife Federation  
P. O. Box 1527  
Sacramento, CA 95812-1527

Environmental Clearance Officer  
Department of Housing and Urban  
Development  
450 Golden State Ave.  
P.O. Box 36003  
San Francisco, CA 94102

South Coast Area Transit  
301 East 3rd Street  
Oxnard, CA 93030

Mr. Joseph Karalius  
King Property Management  
P.O. Box 5881  
Oxnard, CA 93031

Mr. Terry Banks, President  
Hickey Bros. Land Co., Inc.  
P.O. Box 147  
Carpinteria, CA 93014

Mr. Douglas Otto  
Deckers Outdoor Corporation  
6746 Breakers Way Drive  
Ventura, CA 93001

Mr. Sanford Porter  
The Cliff House Inn  
6602 West Pacific Coast Highway  
Mussel Shoals, CA 93001

Mr. Gary Garcia, President  
Breaker's Way Property Owners  
Association  
6758 Breakers Way  
Mussel Shoals, CA 93001

Mr. Phil White  
Ocean View Road Association, Inc.  
838 East Front Street  
Ventura, CA 93001

Ms. Sharon Ready  
6921 Vista Del Rincon  
La Conchita, CA 93001

Steve and Jean Koszties  
6969 Vista Del Rincon  
Ventura, CA 93001

Mr. Matthew T. Imhoff  
6670 Old PCH  
Mussel Shoals, CA 93001

Robert Ciauri  
6654 Old PCH  
Ventura, CA 93001

Chris Provenzano-Chernof  
6648 Old PCH  
Mussel Shoals, CA 93001

Robert and Janet Brunner  
6640 Old PCH  
Ventura, CA 93001

Norm Frank  
7184 Carpinteria Avenue  
La Conchita, CA 93001

Mr. Ted Jennings  
6779 Ojai Avenue  
Ventura, CA 93001

Mr. Dusty Farber  
6711 Breakers Way  
Mussel Shoals, CA 93001

Mr. Jeff Rains  
102 E. Oak Street  
Ojai, CA 93023

Charles and Philomena Elsass  
6908 San Fernando Avenue  
Ventura, CA 93001

Ellen Mingus  
6977 Vista Del Rincon Drive  
Ventura, CA 93001

Bob Hart  
6980 Bakersfield Avenue  
Ventura, CA 93001

Mr. David Barker  
6707 Breakers Way  
Ventura, CA 93001

Mr. Warren Barnett  
6654 Old PCH  
Ventura, CA 93001

Ms. Janelle Beck  
7096 Sunland Avenue  
La Conchita, CA 93001

Buz and Pat Benner  
6776 Breakers Way  
Ventura, CA 93001

Jack Burditt  
6724 Breakers Way  
Ventura, CA 93001

Rev. and Mrs. Richard M. Bennett  
1055 Casitas Pass Rd., #207  
Carpinteria, CA 93013

Joseph and Virginia Crotty  
6694 Breakers Way  
Ventura, CA 93001

Richard B. Elkins / Doug Elkins  
6651 Breakers Way  
Ventura, CA 93001

Ted and Carole Ferrari  
6614 PCH  
Ventura, CA 93001

Debbie Fortunato  
1321 Post Avenue  
Carpinteria, CA 93013

Les and Nancy Harmon  
6632 W. PCH  
Ventura, CA 93001

Paul and Maribel Jarchow  
6733 Breakers Way  
Ventura, CA 93001

Ted and Patricia Kimbrough  
6728 Breakers Way  
Ventura, CA 93001

Del Marie Kohler  
17325 Ludlow Street  
Granada Hills, CA 91344

Carol Kapitula Lloyd  
6673 Breakers Way  
Ventura, CA 93001

Andrew Luster  
6216 W. Ocean Avenue  
Ventura, CA 93001

Edward Makhanian  
6762 Breakers Way  
Ventura, CA 93001

Sam and Norma Makhanian  
6748 Breakers Way  
Ventura, CA 93001

Kathleen and Sarah Mann  
6645 Breakers Way  
Ventura, CA 93001

Helen Elroy Payne  
6600 Bianca Avenue  
Van Nuys, CA 91406

Michele Porter  
6602 W. PCH  
Ventura, CA 93001

Ken Robertson  
6674 Old PCH  
Ventura, CA 93001

Dennis Turner  
6702 Breakers Way  
Ventura, CA 93001

Jeanette Longwill  
622 Pacific Coast Highway  
Ventura, CA 93001

Mr. Mike Bell  
6953 Surfside Street  
La Conchita, CA 93001

Mr. Thomas Teas  
7171 Santa Paula Avenue  
Ventura, CA 93001

Martha Patricia Duggan  
6768 Breakers Way  
Ventura, CA 93001

George Digiulio  
7048 Oxnard Avenue  
Ventura, CA 93001

Mr. Charles Youmans  
6726 Ojai Avenue  
Ventura, CA 93001

Edward and Gloria Kelly  
6766 Breakers Way  
Ventura, CA 93001

David Chernof, MD  
6648 Old PCH  
Mussel Shoals, CA 93001

Steven W. Badger  
5022 San Feliciano Drive  
Woodland Hills, CA 91364

Allen Blackwell  
7113 Santa Paula Avenue  
Ventura, CA 93001

Genevieve C. Connars  
7178 Carpinteria Avenue  
Ventura, CA 93001

Mr. Tom Thompson  
826 Bright Star  
Thousand Oaks, CA 91360

Mary Hauschild  
1800 Farnam  
Omaha, NE 68102

Mr. Stanley Henney  
6833 Zelzah Avenue  
Ventura, CA 93001

Gail and Ray Granger  
6842 Zelzah Avenue, L-14  
La Conchita, CA 93001

Mr. Brian Murray  
17640 Rancho Street  
Encino, CA 91316

Mr. Bill Miley  
919 N. Signal Street  
Ojai, CA 93023

Mr. Jim Fickerson  
1305 Iguana Circle  
Ventura, CA 93003

Jerry and Beatrice Dunn  
6747 Ojai Avenue  
Ventura, CA 93001

Ms. Barbara Garcia  
6578 Breakers Way  
Mussel Shoals, CA 93001

## **6 CONSULTATION AND COORDINATION**

### **6.1 Scoping Process**

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) regulations do not require an Initial Study/Environmental Assessment to include formal scoping procedures. Public participation in the development of this IS/EA and in the selection of the final design concept occurs at several essential points in the planning process. The first input involves a Scoping Notice (Appendix A). A Scoping Notice was sent to all concerned Resource Agencies and was published in three newspapers supporting the surrounding communities in English and in Spanish (see Table 6-1). The Notice gave the public a chance to understand project objectives and design concepts, and to express concerns regarding the environmental effects of the project. Ten responses were received (Appendix B).

**Table 6-1 Scoping Notice Publication**

<b>Newspaper</b>	<b>Dates Published</b>	<b>Translation</b>
Los Angeles Times Ventura County Edition	October 12, 2000 and October 26, 2000	English
Ventura Star	October 12, 2000 and October 26, 2000	English
Vida	October 12, 2000 and October 26, 2000	Spanish

Caltrans cultural resources specialist sent scoping letters to representatives of the Native American community for project area. Scoping letters were sent on September 13, 2000 to the Chumash Tribal Elders Council, Mr. Rob Wood from the Native American Heritage Commission and Gilbert Unzueta. Mr. Rob Wood and the Native American Heritage Commission contacted us by phone to offer their services for Native American Monitors during construction.

### **6.2 Consultation**

Coordination and consultation with the following agencies and jurisdictions has occurred throughout preparation of this environmental document. The United States Army Corps of Engineers, United States Department of Fish and Wildlife, California Department of Fish and Game, Native American representatives, and Ventura County. Caltrans and the Federal Highway Administration will continue to be in coordination with these agencies throughout all phases of the project.

### **6.3 Public Circulation**

Caltrans circulated the draft Initial Study/Environmental Assessment (IS/EA) for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project for public review between February 24, 2002, and April 5, 2002. Public hearing notices were mailed on February 22, 2002, to elected officials, governmental agencies and other individuals surrounding the project limits. The public notice (Appendix H) was published in the following newspapers:

**Table 6-2 Notice of Public Hearing/Notice of Availability Publication**

<b>Newspaper</b>	<b>Dates Published</b>	<b>Translation</b>
Los Angeles Times Ventura County Edition	February 24, 2002 and March 19, 2002	English
Ventura County Star	February 24, 2002 and March 19, 2002	English
Vida	February 28, 2002	Spanish

### **6.3.1 Public Hearing**

Caltrans conducted a public hearing at the Ventura County Board of Supervisor's Hearing Room in the City of Ventura on Tuesday, March 26, 2002. An open house format was used during which displays and project information were available at different stations. The presentations started with introductions, an overview of the environmental process and description of the project. A question and answer period followed with speech presentation from the audience. A court reporter was present to document the discussion taking place and any presentation by the public for the record.

The deadline for submittal of comments to Caltrans was April 5, 2002. However, all comments received after the end date were reviewed. A total of 116 comments were received during the comment period for the circulation of the Initial Study/Environmental Assessment on the La Conchita/Mussel Shoals Access Improvement Project. Comments received and responses to comments are contained in Appendix I.

There has been much support of this project, both from elected officials and the affected communities. Those opposing the project cited increased traffic congestion and noise as the reason for their opposition although the project proposes features to mitigate these impacts.

The following issues were presented:

- Modifications to Alternative 2,
- Additional concrete barriers at Mussel Shoals for protection,
- Keeping medians open during construction,
- Oil company, Rincon Island and trucks in Mussel Shoals,
- Selection of preferred alternative
- Improvements to on- and off-ramps at Mussel Shoals and La Conchita,
- Negative impacts associated with Alternative 2,
- Construction schedule,
- Pedestrian undercrossing safety measures,
- CHP enforcement.

These issues were addressed at the hearing and are available under separate cover in the Official Transcripts from the hearing found in the Record of Public Hearing. The Record of Public Hearing is available for review from 8:00 A.M. to 5:00 P.M. at the Caltrans District 7 Office, 120 South Spring Street, Los Angeles, CA 90012.

**7 LIST OF PREPARERS**

IS/EA prepared by:

Cathy Wright	Senior Environmental Planner	Document Preparation
Richard Galvin	Associate Environmental Planner	Document Preparation
Liz Suh	Environmental Planner	Document Preparation
Carlos Montez	Associate Environmental Planner	Document Preparation
Melissa Hatcher	Environmental Planner Intern	Document Preparation

Contributions by:

Cesar Perez	FHWA Transportation Engineer	Document Review
Rodrick Lee	Senior Transportation Engineer	Project Design
Gary Iverson	Senior Environmental Planner	Cultural Studies
Andrea Morrison	Associate Architectural Historian	Historical Studies
Paul Caron	Senior Environmental Planner	Natural Environmental Studies
Fouad Abdelkerim	Senior Transportation Planner	Air Quality
Laleh Modrek	Transportation Engineer	Hazardous Waste Investigation
Jerrel Kam	Senior Hydraulics Engineer	Floodplain Analysis
Cathy Jochai	Landscape Associate	Visual Impact Analysis
Keith Sellers	Landscape Associate	Visual Impact Analysis
Jamal El-Jamal	Senior Transportation Engineer	Noise Investigation
Gustavo Ortega	Senior Engineering Geologist	Geotechnical Study
Leann Williams	Senior Transportation Planner	Air Quality Conformity
Dave Gilstrap	Senior Transportation Planner	Traffic

## 8 ACRONYMS AND ABBREVIATIONS

ACC	Accidents
ACC/MVM	Accidents per million vehicle miles
ACHP	Advisory Council on Historic Preservation
ACOE	Army Corps of Engineers
ADT	Average daily traffic
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ASR	Archaeological Survey Report
BMP	Best Management Practices
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAAAAs	Clean Air Act Amendments of 1990
Caltrans	California Department of Transportation
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIP	Capital Improvements Program
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon monoxide
CRHR	California Register of Historic Resources
CSC	California species of special concern
CWA	Clean Water Act
DPR	Draft Project Report
DTSC	California Department of Toxic Substances Control
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FE	Federally endangered
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FSC	Federal species of concern
FT	Federally threatened
FTA	Federal Transportation Authority
FTIP	Federal Transportation Improvement Program
HASR	Historic Architectural Survey Report
HOV	High Occupancy Vehicle
HPSR	Historic Property Survey Report
HRER	Historic Resource Evaluation Report

I-5	Interstate 5
IC	Interchange
IS	Initial Study
ISA	Initial Site Assessment
IS/EA	Initial Study/Environmental Assessment
KP	Kilopost
km/hr	Kilometers per hour
LACDPW	Los Angeles County Department of Public Works
LACTMA	Los Angeles County Metropolitan Transportation Authority
LARTS	Los Angeles Regional Transportation Study
LARWQCB	Los Angeles Regional Water Quality Control Board
LOS	Level of Service
m	Meters
mfl	Mixed flow lanes
MOU	Memorandum of Understanding
mph	Miles per hour
MTA	Metropolitan Transportation Authority
MVM	Million vehicle miles
NAAQS	National Ambient Air Quality Standards
NB	Northbound
NESR	Natural Environmental Study Report
ND	Negative Declaration
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NO <sub>2</sub>	Nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O <sub>3</sub>	Ozone
PM <sub>10</sub>	Particulate matter 10 microns or less in diameter
PRC	Public Resources Code
PSR	Project Study Report
RCR	Route Concept Report
RCRA	Resource Conservation and Recovery Act
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Southbound
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SE	State Endangered
SEA	Significant Ecological Area
SHELL	Subsystem of Highways for the Movement of Extra Legal Permit Loads
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO <sub>2</sub>	Sulfur dioxide
SR	State Route



SR-14	State Route 14
SSC	State species of concern
ST	State threatened
STA	Station
STIP	State Transportation Improvement Program
STR	Super Truck Route
SWPPP	Storm Water Pollution Prevention Plan
TASAS	Traffic Accident Surveillance and Analysis System
TEA	Transportation Efficiency Act
TIP	Transportation Improvement Plan
TMP	Traffic Management Plan
U.S.C.	U.S. Code
U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UST	Underground storage tank
VMT	Vehicle miles traveled
vph	Vehicles per hour
VQA	Visual Quality Analysis

## Appendix A: Notice of Completion

SCH # \_\_\_\_\_

**Notice of Completion & Environmental Document Transmittal**

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 916-445-0613

**Project Title:** La Conchita/Mussel Shoals Access Improvement Project**Lead Agency:** California Department of Transportation**Contact Person:** Liz Suh**Street Address:** 120 South Spring Street**Phone:** 213-897-1090**City:** Los Angeles**Zip:** 90012-3606**County:** Los Angeles**Project Location:****County:** Ventura **City/Nearest Community:** La Conchita and Mussel Shoals**Cross Streets:** Sea Cliff **Zip Code:** 93001 **Total Acres:** 7.8**Assessor's Parcel No.** \_\_\_\_\_ **Section:** \_\_\_\_\_ **Twp:** \_\_\_\_\_ **Range:** \_\_\_\_\_ **Base:** \_\_\_\_\_**Within 2 Miles:** **State Hwy #:** 33 **Waterways:** Ventura River**Airports:** \_\_\_\_\_ **Railways:** Union Pacific RR **Schools:** \_\_\_\_\_**Document Type:**

**CEQA:** ☐ NOP ☐ Supplement/Subsequent EIR **NEPA:** ☐ NOI **Other:** ☐ Joint Document  
☒ Early Cons. ☐ (Prior SCH No.) ☒ EA ☐ Final Document  
☐ Neg Dec ☐ Other - Scoping Notice ☐ Draft EIS ☐ Other - Scoping Notice  
☐ Draft EIR ☐ FONSI

**Local Action Type:**

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation  
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment  
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit  
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, Parcel Map, Tract Map etc) ☐ Other

**Development Type:**

<input type="checkbox"/> Residential:	<u>Units</u>	<u>Acres</u>	<input type="checkbox"/> Water Facilities:	<u>Type</u>	<u>MGD</u>
<input type="checkbox"/> Office:	<u>Sq. ft.</u>	<u>Acres</u>	<input checked="" type="checkbox"/> Transportation:	<u>Type</u>	<u>Access Improvement</u>
<input type="checkbox"/> Commercial:	<u>Sq. ft.</u>	<u>Acres</u>	<input type="checkbox"/> Mining:	<u>Mineral</u>	
<input type="checkbox"/> Industrial:	<u>Sq. ft.</u>	<u>Acres</u>	<input type="checkbox"/> Power:	<u>Type</u>	<u>Watts</u>
<input type="checkbox"/> Educational:			<input type="checkbox"/> Waste Treatment:	<u>Type</u>	
<input type="checkbox"/> Recreational:			<input type="checkbox"/> Hazardous Waste:	<u>Type</u>	
			<input type="checkbox"/> Other:		

**Funding (approx.):** Federal \$ \_\_\_\_\_ State \$ \_\_\_\_\_ Total \$ 44 Million**Project Issues Discussed in Document:**

<input checked="" type="checkbox"/> Aesthetic/Visual	<input checked="" type="checkbox"/> Flood Plain/Flooding	<input type="checkbox"/> Schools/Universities	<input checked="" type="checkbox"/> Water Quality
<input checked="" type="checkbox"/> Agricultural Land	<input type="checkbox"/> Forest Land/Fire Hazard	<input type="checkbox"/> Septic Systems	<input checked="" type="checkbox"/> Water Supply/Groundwater
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Geological/Seismic	<input type="checkbox"/> Sewer Capacity	<input checked="" type="checkbox"/> Wetland/Riparian
<input checked="" type="checkbox"/> Archeological/Historical	<input type="checkbox"/> Minerals	<input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading	<input checked="" type="checkbox"/> Wildlife
<input checked="" type="checkbox"/> Coastal Zone	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Solid Waste	<input checked="" type="checkbox"/> Growth Inducing
<input checked="" type="checkbox"/> Drainage/Absorption	<input checked="" type="checkbox"/> Population/Housing Balance	<input checked="" type="checkbox"/> Toxic/Hazardous	<input checked="" type="checkbox"/> Land Use
<input type="checkbox"/> Economic/Jobs	<input checked="" type="checkbox"/> Public Services/Facilities	<input checked="" type="checkbox"/> Traffic/Circulation	<input checked="" type="checkbox"/> Cumulative Effects
<input type="checkbox"/> Fiscal	<input checked="" type="checkbox"/> Recreation/Parks	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Other - Scoping Notice

**Present Land Use/Zoning/General Plan Designation:** Transportation/Open Space**Project Description** The proposed project is located at the northern end of Ventura County within the communities of La Conchita and Mussel Shoals on U.S. 101 between kilopost (KP) R64 and KP R69.4. The proposed project includes construction

of a grade-separated pedestrian crossing in La Conchita, reconstruction of the ramps at Mussel Shoals, and closure of the median turn lanes at La Conchita, Mussel Shoals and the Mobil Tank Farm. Also proposed is the construction of a frontage road connecting La Conchita, Mussel Shoals and the Pacific Coast Highway.

**Key**  
**S** = Document sent by lead agency  
**X** = Document sent by SCH  
**✓** = Suggested distribution

## Reviewing Agencies Checklist

<p><b>Resource Agency</b></p> <p>Boating and Waterways</p> <p><u>S</u> Coastal Commission</p> <p>Coastal Conservancy</p> <p>Colorado River Board</p> <p><u>S</u> Fish and Game</p> <p><u>X</u> Forestry and Fire Protection</p> <p><u>S</u> Office of Historic Preservation</p> <p><u>S</u> Parks and Recreation</p> <p>Reclamation Board</p> <p>S.F. Bay Conservation and Development Commission</p> <p><u>S</u> Water Resources (DWR)</p> <p><b>Business, Transportation and Housing</b></p> <p>Aeronautics</p> <p><u>S</u> California Highway Patrol</p> <p><u>S</u> Caltrans District # <u>7</u></p> <p>Department of Transportation Planning (headquarters)</p> <p>Housing and Community Development</p> <p><b>Food and Agriculture</b></p> <p><b>Health and Welfare</b></p> <p>Health Services</p> <p><b>State and Consumer Services</b></p> <p>General Services</p> <p>OLA (Schools)</p>	<p><b>Environmental Protection Agency</b></p> <p><u>X</u> Air Resources Board</p> <p><u>X</u> California Waste Management Board</p> <p>SWRCB: Clean Water Grants</p> <p>SWRCB: Delta Unit</p> <p><u>S</u> SWRCB: Water Quality</p> <p>SWRCB: Water Rights</p> <p><u>S</u> Regional WQCB # <u>4</u> (Los Angeles)</p> <p><b>Youth and Adult Corrections</b></p> <p>Corrections</p> <p><b>Independent Commissions and Offices</b></p> <p>Energy Commission</p> <p><u>S</u> Native American Heritage Commission</p> <p><u>X</u> Public Utilities Commission</p> <p>Santa Monica Mountains Conservancy</p> <p><u>X</u> State Lands Commission</p> <p>Tahoe Regional Planning Agency</p> <p>Other</p>
---	--

### Public Review Period (to be filled in by lead agency)

Starting Date: February 24, 2002

Ending Date: April 5, 2002

Signature \_\_\_\_\_

Date \_\_\_\_\_

#### Lead Agency (complete if applicable):

Consulting Firm:

Address:

City/State/Zip:

Contact:

Phone:

**Applicant:** Caltrans – Environmental Planning

Address: 120 South Spring Street

City/State/Zip: Los Angeles, CA 90012-3606

Phone: 213-897-9095

#### For SCH Use Only:

Date Received at SCH:

Date Review Starts:

Date to Agencies:

Date to SCH:

Clearance Date:

Notes:

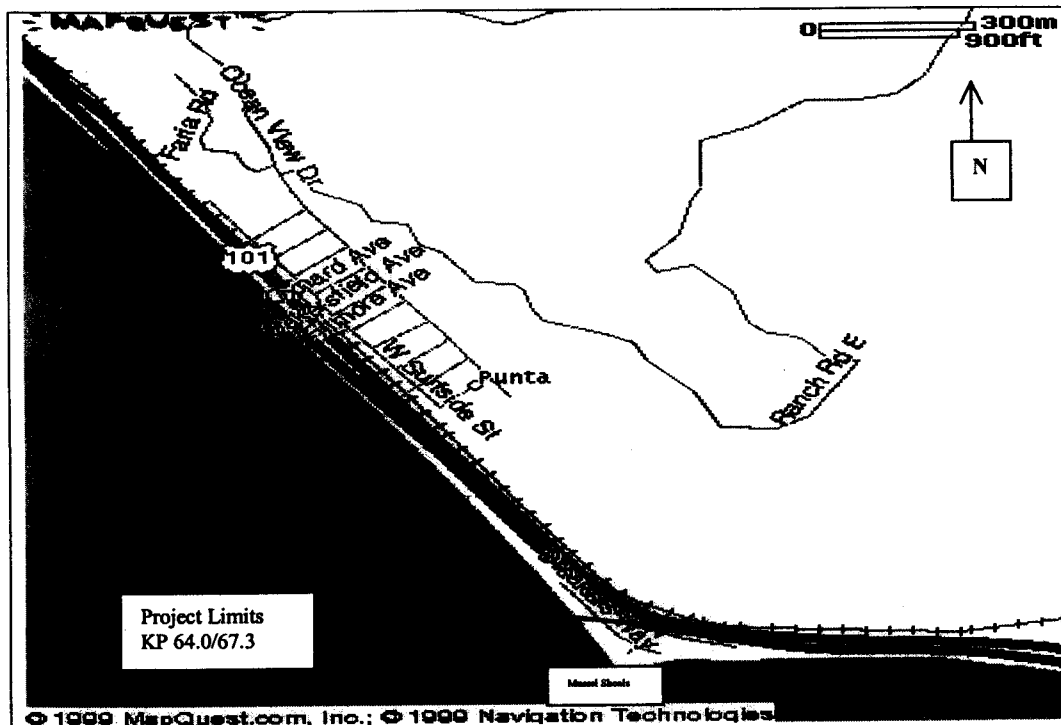


## Appendix B: Scoping Notice



# ENVIRONMENTAL SCOPING NOTICE

Seeking Public Comment on Plans for  
Proposed Improvements on Route 101  
In the Vicinity of Mussel Shoals and  
La Conchita in Ventura County



<b>WHAT'S BEING PLANNED?</b>	The California Department of Transportation (Caltrans), District 7, is proposing to improve U.S. 101 in Ventura County. The proposed project would include a grade-separated pedestrian crossing at La Conchita, reconstruction of the ramps at Mussel Shoals, construction of a frontage road and closing the existing median turn lanes. The project will be evaluated to ensure that all practical measures are taken to minimize environmental harm. The proposed work would require some right-of-way acquisitions.
<b>WHY THIS AD?</b>	Caltrans is formally initiating studies for this project. Based on preliminary environmental studies, the resulting environmental document is anticipated to be an Initial Study/Environmental Assessment (IS/EA) leading to a Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI).
<b>WHERE YOU COME IN</b>	A public scoping notice is to solicit comments from public agencies, private entities, and interested individuals regarding potential social, economic, and environmental issues related to the project. The scoping notice also ensures that these parties are involved early in the environmental planning process.
<b>CONTACT</b>	<p>Please send your written comments by <b>November 10, 2000</b> to:</p> <p>Mr. Ronald Kosinski, Chief Office of Environmental Planning (07-VEN-101-KP 64/67) Caltrans 120 S. Spring Street Los Angeles, CA 90012 (213) 897-0703 Attn: Richard Galvin</p> <p>Be sure to indicate the name and address of a contact person in your organization in your letter.</p>
<b>Thank you for your interest!</b>	

## Appendix C: Native American Participation



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TDD (213) 897-6610



September 13, 2000

07-VEN-101  
KP 64/70  
07-186-196400

Mr. Rob Wood  
Native American Heritage Commission  
915 Capital Mall, Room 364  
Sacramento, CA  
95814

Notice of Scoping/Initiation of Studies

Caltrans is formally initiating studies for improvements to a portion of the US 101 in Ventura County in the project described below. Preliminary environmental resource studies indicate that the resulting environmental document will be an Initial Study/Environmental Assessment that would lead to a Mitigated Negative Declaration Finding of No Significant Impact (MND/FONSI).

The project proposes to improve highway facilities and pedestrian access within the communities of Mussel Shoals and La Conchita on Route 101 in Ventura. This will enhance highway safety, eliminate or reduce cross-median accidents, and will accommodate future growth. The project has been evaluated to ensure that all practical measures are taken to minimize environmental harm.

Alternatives under consideration include a grade-separated pedestrian crossing at La Conchita, reconstruction of the ramps at Mussel Shoals, and closing the median turn lanes at Mussel Shoals, and La Conchita. Also proposed are constructions of a frontage road connecting La Conchita, Mussel Shoals and Pacific Coast Highway.

Caltrans is aware of the presence of sensitive cultural resources in the area. To ensure that these resources are dealt with according to Federal, State, and local legal regulations, Caltrans will be conducting a Cultural Resource Study (including an Archaeological Survey Report) for this project.

We would appreciate being advised within 30 days if you have additional knowledge (for example Traditional Cultural Properties or other sensitive cultural resources in the area) that may help us complete our Cultural Resource Study.

During the course of study, Caltrans will work cooperatively with other agencies and their staffs in an effort to exchange ideas, assure that all pertinent factors are considered, and develop alternatives that might afford a mutually acceptable solution. We would also welcome any other comments or suggestions you may have concerning alternatives to be studied or potential social, economic, cultural, and environmental impacts along the Route 101 project limits.

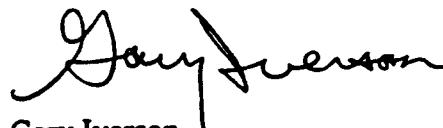
If requested, a public hearing will be held to discuss the project studies when sufficient engineering, environmental and socioeconomic data has been developed. The public hearing will be well publicized and you will be notified in advance of the hearing time and location.

We will be pleased to answer any questions you may have in regards to this project. In your response, include the name, telephone number, and address of a contact person in your organization. Please send your written comments by October 7, 2000 to:

Gary Iverson, District Native American Coordinator  
Office of Environmental Planning (VEN-101-KP22.0/24.0)  
Caltrans  
120 S. Spring Street  
Los Angeles, CA 90012

If you have any questions, please contact Richard Galvin at (213) 897-1090. Thank you for your interest in this important transportation study.

Sincerely,

A handwritten signature in dark ink, appearing to read "Gary Iverson", with a stylized, flowing script.

Gary Iverson,  
District Native American Coordinator  
Caltrans, District 7  
Office of Environmental Planning

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TDD (213) 897-6610



September 13, 2000

07-VEN-101  
KP 64/70  
07-186-196400

Chumash Tribal Elders Council  
Santa Ynez Reservation  
P.O. Box 365  
Santa Ynez, CA 93460

Notice of Scoping/Initiation of Studies

Caltrans is formally initiating studies for improvements to a portion of the US 101 in Ventura County in the project described below. Preliminary environmental resource studies indicate that the resulting environmental document will be an Initial Study/Environmental Assessment that would lead to a Mitigated Negative Declaration Finding of No Significant Impact (MND/FONSI).

The project proposes to improve highway facilities and pedestrian access within the communities of Mussel Shoals and La Conchita on Route 101 in Ventura. This will enhance highway safety, eliminate or reduce cross-median accidents, and will accommodate future growth. The project has been evaluated to ensure that all practical measures are taken to minimize environmental harm.

Alternatives under consideration include a grade-separated pedestrian crossing at La Conchita, reconstruction of the ramps at Mussel Shoals, and closing the median turn lanes at Mussel Shoals and La Conchita. Also proposed are constructions of a frontage road connecting La Conchita, Mussel Shoals and Pacific Coast Highway.

Caltrans is aware of the presence of sensitive cultural resources in the area. To ensure that these resources are dealt with according to Federal, State, and local legal regulations, Caltrans will be conducting a Cultural Resource Study (including an Archaeological Survey Report) for this project. At this time it is anticipated that monitoring by a Native American will be stipulated as part of this project (at a minimum).

We would appreciate being advised within 30 days if you have additional knowledge (for example Traditional Cultural Properties or other sensitive cultural resources in the area) that may help us complete our Cultural Resource Study.

During the course of study, Caltrans will work cooperatively with other agencies and their staffs in an effort to exchange ideas, assure that all pertinent factors are considered, and develop alternatives that might afford a mutually acceptable solution. We would also welcome any other comments or suggestions you may have concerning alternatives to be studied or potential social, economic, cultural, and environmental impacts along the Route 101 project limits.

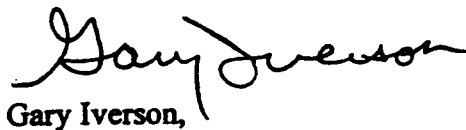
If requested, a public hearing will be held to discuss the project studies when sufficient engineering, environmental and socioeconomic data has been developed. The public hearing will be well publicized and you will be notified in advance of the hearing time and location.

We will be pleased to answer any questions you may have in regards to this project. In your response, include the name, telephone number, and address of a contact person in your organization. Please send your written comments by October 7, 2000 to:

Gary Iverson, District Native American Coordinator  
Office of Environmental Planning (VEN-101-KP22.0/24.0)  
Caltrans  
120 S. Spring Street  
Los Angeles, CA 90012

If you have any questions, please contact Richard Galvin at (213) 897-1090. Thank you for your interest in this important transportation study.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Iverson", written in a cursive style.

Gary Iverson,  
District Native American Coordinator  
Office of Environmental Planning

DEPARTMENT OF TRANSPORTATION  
DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TDD (213) 897-6610



September 13, 2000

07-VEN-101  
KP 64/70  
07-186-196400

Gilbert Unzueta  
571 Citation  
Thousand Oaks, CA  
91360

Notice of Scoping/Initiation of Studies

Caltrans is formally initiating studies for improvements to a portion of the US 101 in Ventura County in the project described below. Preliminary environmental resource studies indicate that the resulting environmental document will be an Initial Study/Environmental Assessment that would lead to a Mitigated Negative Declaration Finding of No Significant Impact (MND/FONSI).

The project proposes to improve highway facilities and pedestrian access within the communities of Mussel Shoals and La Conchita on Route 101 in Ventura. This will enhance highway safety, eliminate or reduce cross-median accidents, and will accommodate future growth. The project has been evaluated to ensure that all practical measures are taken to minimize environmental harm.

Alternatives under consideration include a grade-separated pedestrian crossing at La Conchita, reconstruction of the ramps at Mussel Shoals, and closing the median turn lanes at Mussel Shoals, and La Conchita. Also proposed are constructions of a frontage road connecting La Conchita, Mussel Shoals and Pacific Coast Highway.

Caltrans is aware of the presence of sensitive cultural resources in the area. To ensure that these resources are dealt with according to Federal, State, and local legal regulations, Caltrans will be conducting a Cultural Resource Study (including an Archaeological Survey Report) for this project. At this time it is anticipated that monitoring by a Native American will be stipulated as part of this project (at a minimum).

We would appreciate being advised within 30 days if you have additional knowledge (for example Traditional Cultural Properties or other sensitive cultural resources in the area) that may help us complete our Cultural Resource Study.

During the course of study, Caltrans will work cooperatively with other agencies and their staffs in an effort to exchange ideas, assure that all pertinent factors are considered, and develop alternatives that might afford a mutually acceptable solution. We would also welcome any other comments or suggestions you may have concerning alternatives to be studied or potential social, economic, cultural, and environmental impacts along the Route 101 project limits.

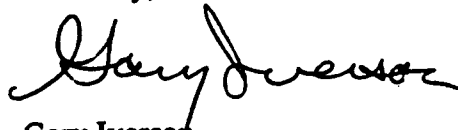
If requested, a public hearing will be held to discuss the project studies when sufficient engineering, environmental and socioeconomic data has been developed. The public hearing will be well publicized and you will be notified in advance of the hearing time and location.

We will be pleased to answer any questions you may have in regards to this project. In your response, include the name, telephone number, and address of a contact person in your organization. Please send your written comments by October 7, 2000 to:

Gary Iverson, District Native American Coordinator  
Office of Environmental Planning (VEN-101-KP22.0/24.0)  
Caltrans  
120 S. Spring Street  
Los Angeles, CA 90012

If you have any questions, please contact Richard Galvin at (213) 897-1090. Thank you for your interest in this important transportation study.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Iverson", written in a cursive style.

Gary Iverson,  
District Native American Coordinator  
Office of Environmental Planning

November 20, 2000

Mr. Ronald Kosinski, Chief  
Office of Environmental Planning  
(07-VEN-1-1-KP 64/67)  
Caltrans  
120 S. Spring Street  
Los Angeles, CA 90012

Attention: Richard Galvin

Dear Mr. Kosinski or Mr. Galvin:


I am writing in response to the public comment solicited in the environmental scoping notice printed in the Star Newspaper. I am addressing Cultural Resources. Our council represents the Ventureno Chumash of the Ventura County Area.

The Chumash were native to the Ventura County and Santa Barbara area. We are descendants and in speaking with many people (community), elders, archaeological observers, in Ventura County, there is one issue that always comes up. That is the underlying undetected unique resources that workers in the construction field sometimes come into contact with.

We have continued to express our concerns to prevent raped destruction and loss of non renewable cultural resources of Native American Indians. Specifically cultural sites of religious significance including cemeteries, important village ceremonial grounds, sacred places of worship and areas traditionally used for hunting, fishing and gathering are among those resources in jeopardy. We would like to include to have an archeological observer present during excavation of your project, to be available if there are any undetected unique resources during the excavation process of the work site. we would like to include this process per CEQA guidelines in your mitigation.

The Ventureno Chumash of Oxnard/Ventura County would like to advocate for a management strategy plan included in any mitigation or EIR that is being prepared. This would avoid any adverse affects to any resources that may be undetected. Especially ,if the areas are new to modern development or in the remote areas that have not been explored.

Sincerely,

  
Susie Ruiz  
Ventureno Chumash Council Member  
(805)488-0481 or Pager: (805)247-5780  
P.O. Box 6612  
Oxnard, CA 93031

Cc:Melissa Hernandez, Council Representative-Ventura

## Appendix D: Scoping Responses



## I. RESOURCE AGENCY COMMENTS

During the comment period, from October 1, 2000 to November 10, 2000, four (4) written comments were received.

No.	Name/Agency	Comments/Concerns
A1.	Chris Flynn Transportation Project Analyst, California Coastal Commission	The project will occur within the jurisdiction of the California Coastal Commission. Please submit all future Environmental Notices, Environmental Documents, or Public Notices.
A2.	Richard A. Rojas District Superintendent, Department of Parks and Recreation	<ol style="list-style-type: none"><li>1. No existing facilities or planned development in the proposed project area.</li><li>2. State Parks is negotiating with the State Lands Commission on the addition of Sea Cliff Beach Coastal Access (formally known as Mobil Piers Beach), just east of the proposed project site, to its list of State Beaches.</li><li>3. Any improvements along the Mussel Shoals corridor should minimize the impacts to access to this coastal access area.</li><li>4. Any long term staging of equipment and construction materials along the Sea Cliff Beach Coastal Access frontage road should be avoided or minimized if at all possible.</li></ol>
A3.	James P. Schindler Chief of Real Estate Division, Department of Water Resources	The Department of Water Resources has no facilities or improvements within Ventura County. Therefore, we have no comment.
A4.	David P. Spath Chief of Division of Drinking Water and Environmental Management, Department of Health Services	<ol style="list-style-type: none"><li>1. Department has no development plans or existing facilities in the proposed project area.</li><li>2. Questions should be addressed to Mr. Rufus Howell at (916) 324-2215.</li></ol>

## II. PUBLIC AGENCY COMMENTS

During the comment period, from October 1, 2000 to November 10, 2000, five (5) written comments were received.

No.	Name/Agency	Comments/Concerns
B1.	Terrence O. Gilday Manager of Solid Waste Section, County of Ventura	<ol style="list-style-type: none"><li>1. Proposed project area may include an existing closed solid waste disposal site thought to exist in the general vicinity. The disposal site, closed since 1964, is identified in the Ventura County Solid Waste Management Plan (CoSWMP, 1975) but the information</li></ol>

		<p>is not sufficient to field locate the site.</p> <ol style="list-style-type: none"> <li>2. In the event that evidence of buried solid waste is encountered during exploratory investigations and/or project construction, the Local Enforcement Agency for Solid Waste must be contacted at once. The LEA will advise you of any specific action necessary to insure conformance with state minimum standards pertaining to either waste removal or other remedial action, based on waste encountered.</li> <li>3. Additional information pertaining to the site (identified as ID#12/SWIS 56-CR-0012) is available through the Environmental Health Division's Solid Waste Program web page: <a href="http://www.ventura.org/env_hlth/swaste.htm">http://www.ventura.org/env_hlth/swaste.htm</a>.</li> </ol>
B2.	Patrick Richards County of Ventura Resource Management Agency, Planning Division	<ol style="list-style-type: none"> <li>1. U.S. Highway 101 has been proposed as a State Scenic Highway from its junction with Highway 1 near the City of Ventura to the Santa Barbara County line. The proposal by Caltrans should be sensitive to the potential future action.</li> <li>2. Concern with the term "accommodate future growth" in the second paragraph. Existing communities in the North Coast will be allowed to "build-out" according to their land use designations and prevailing base zoning. There is no intent to provide for public facilities that would be growth inducing.</li> <li>3. Page 28 of the Ventura Coastal Area Plan states that "for any coastal project, including protective devices, will show that their proposal will not cause long-term adverse impacts on beach or intertidal areas."</li> <li>4. The proposed project will need to determine if it is in an area of high sensitivity regarding archaeological and paleontological resources.</li> <li>5. Public shoreline access must not be restricted.</li> <li>6. Underlying the project site is the Red Mountain Thrust Fault and its branches, including the Padre Juan Fault.</li> <li>7. The proposed project may be in close proximity to existing oil and gas pipelines.</li> </ol>
B3.	Molly Pearson Ventura County Air Pollution Control District	<p>District staff recommends that the air quality section of the IS/EA be prepared in accordance with Ventura County's <i>Guidelines for the Preparation of Air Quality Impact Analyses</i>. Specifically, the air quality assessment should consider reactive organic compound and nitrogen oxide emissions from all project-related motor vehicles and construction equipment. The air quality assessment should also consider potential impacts from fugitive dust, including PM<sub>10</sub>, that will be generated by construction activities. Mitigation measures for fugitive dust control during project</p>

		construction should be outlined in the IS/EA.
B4.	Keith Turner County Planning Director, Ventura County	1. Thank for the opportunity to review and comment on the subject document. Your proposed responses to comments should be send directly to the commentator, with a copy with Joseph Eisenhunt, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.
B5.	Nazir Lalani Principal Engineer, Ventura County Traffic and Planning Administration	2. We concur with the proposed project for those areas under the purview of Caltrans. These improvements will enhance highway safety and reduce cross-median accidents. 3. Our review of this project is limited to the impacts this project may have on the County's Regional Road Network.

### III. BUSINESS COMMENTS

During the comment period, from October 1, 2000 to November 10, 2000, six (6) written comments were received.

No.	Name/Company	Comments/Concerns
C1.	Thomas Teas Ricon Surveys, Inc.	I support the access road with underpass to Mussel Shoals. The access road should start at the end of Old Oil Piers Road with an underpass to Mussel Shoals and continue on to La Conchita. A second on-ramp could be set at the northwest end of La Conchita for northbound 101 traffic. Southbound traffic from La Conchita and Mussel Shoals would have to travel to the Seacliff Interchange already in place. Closure of the entrance at La Conchita and Mussel Shoals would be necessary to insure safety on U.S. 101 through these communities. A pedestrian tunnel would be nice to have but not a necessity.
C2.	Terry Banks President, Hickey Bros. Land Co., Inc.	1. Hickey Bros. has three undeveloped parcels at Mussel Shoals that they are in the initial stages of developing. 2. We are concerned that the environmental document for this plan is expected to be a negative declaration. We believe that all options, with the possible exception of #1, will have significant impacts on the local area, particularly to the residents of Mussel Shoals. A full EIR, especially related to traffic issues, should be completed. 3. As taxpayers, we have grave concerns that public funds should be used to provide beach access to the residents of La Conchita. 4. Option #1-we believe to be a misuse of public funds and a negative precedent for the future. 5. Option #2-we have serious concerns regarding all

		<p>southbound traffic exiting at Mussel Shoals in order to reach La Conchita and the Rincon beach area. We believe this would have significant impact upon the Mussel Shoals area</p> <p>6. Option #3-This is our preferred option, with the possible exception of Option #4. Seacliff already has the needed infrastructure in place to provide safe freeway access both northbound and southbound. This plan solves the safety issues for the median crossings of 101, provides safe beach access for La Conchita and other locals along Old PCH, and protects the community of Mussel Shoals.</p> <p>7. Option #4-This plan, though expensive, might possibly be the most efficient and economical in the long term. It solves all the present problems and creates better and safer beach access for not only La Conchita, but also other beachgoers. RV camping would increase recreational opportunities, which is the primary goal identified in the Coastal Act. This option provides for future traffic needs in the area. Though expensive, it is certainly cheaper today than it will be in the future when it most definitely will be needed.</p> <p>8. We urge you to implement option 3 or 4.</p>
C3.	Phil White Mechanical Engineers	<p>1. Alternative 1 (La Conchita)-Pedestrian crossing is a great idea but plan does nothing to eliminate very dangerous turn lanes across the freeway, which must be eliminated.</p> <p>2. Alternative 1 (Mussel Shoals)-It is very good to eliminate the turn lanes across the freeway. The on-off ramps are still not very good.</p> <p>3. Alternative 2-frontage road is a good idea but it should extend all the way to Seacliff. Good to eliminate turn lanes across the freeway. On-off ramps still not very good.</p> <p>4. Alternative 3-I like this alternative. It eliminates dangerous crossings and makes connection to a good on-off ramp situation at Seacliff. Shortcoming is access to La Conchita coming southbound on 101.</p> <p>5. Alternative 4-This is definitely the way to go. Alternative 4C seems to be the very best of all of the alternatives talked about. The only improvement would be to extend the frontage road all the way to Seacliff.</p> <p>6. Provided a mailing list.</p>
C4.	Joseph W. Karalius King Property Management	<p>1. I favor Seacliff access to the freeway from both locations.</p> <p>2. I strongly favor the pedestrian crossing at La Conchita.</p> <p>3. I even support installation of street lights at both locations to resolve all the problems.</p>
C5.	Sanford Porter	<p>1. Option 4 is the only reasonable long-term solution.</p>

	Owner/Manager, Cliff House Inn and Shoals Restaurant	<ul style="list-style-type: none"> <li>• Even with the tunnel, there is still a dangerous curve on the freeway between two remote stretches where drivers tend to drive fast.</li> <li>• Distance between Mussel Shoals and the railroad tracks is insufficient to allow for inevitable freeway expansion of 6 lanes, so railroad would have to be moved eventually.</li> <li>• Any proposal that intrudes into valuable and protected coastal areas, private businesses, residential areas, as well as public use areas, is simply unacceptable.</li> <li>• There are other inherent problems with the area that should be considered in the big picture.</li> <li>• Tunnel would be welcome if the interchange cannot be funded, but it is plagued with engineering and practical problems.</li> </ul> <ol style="list-style-type: none"> <li>2. Option 3-Concept of a tunnel with any freeway on-ramps or off-ramps and a noise wall is the second favored option.</li> <li>3. Option 2-Any proposal that requires a wall to take away public parking for the Cliff House or coastal access will be vehemently protested.</li> <li>4. Option 1-We gathered together and formed a committee to find a solution. Any change that would cut off emergency vehicle access or our safe egress during a crisis is unacceptable.</li> </ol> <p>At the La Conchita coastal access, we advocate for a footbridge versus a pedestrian tunnel.</p>
C6.	Susie Ruiz Ventureno Chumash Council Member	We would like to have an archeological observer present during excavation of your project, to be available if there are any undetected unique resources during the excavation process of the work site. We would like to include this process per CEQA guidelines in your mitigation.

#### IV. PUBLIC COMMENTS

During the comment period, from October 1, 2000 to November 10, 2000, nine (9) written comments were received.

No.	Name/ Organization	Comments/Concerns
D1.	Gary Garcia President, Breakers Way Property Owners Association	1. We support, in principle, the need to improve the safety, flow, and accommodation of increased traffic volume along this corridor. No short-term solutions have been found to adequately address this inherently dangerous stretch of highway that has had an increasing number of accidents and fatalities.

		<ol style="list-style-type: none"> <li>2. Mitigation measures to maintain the environmental beauty and scenic quality of the area needs to be considered, as well as ensuring the emergency response vehicles would not be delayed.</li> <li>3. Consideration and mitigation for business owner in Mussel Shoals who will be negatively impacted by loss of public vehicle access through the median closure.</li> <li>4. Consideration of the likely ambient noise pollution to the surrounding community residents due to increased highway traffic, and necessary mitigation to address noise as well as the potential social, economic, and environmental impacts.</li> <li>5. Inclusion of consideration of the fact that coordination between Santa Barbara and Ventura Counties is needed to the address that Highway 101 may need to be widened from four lanes to six lanes in the future.</li> <li>6. Although there are varying opinions about the tunnel option proposed in some of the alternatives, many residents and property owners in Mussel Shoals oppose having only the tunnel that would direct all of La Conchita's southbound traffic into Mussel Shoals. This would increase traffic to unacceptable levels.</li> <li>7. Concerning the issue of either an underpass or overpass for the pedestrian access from La Conchita to the beach, we recommend that preference be given to the underpass. In addition to aesthetic and visual concerns, the pedestrian underpass is less costly and accomplishes the goal of beach access for the La Conchita community.</li> <li>8. Before achieving increased pedestrian access to the beach, consideration and mitigation measures should be given to the impacts that increased pedestrian utilization of this area will cause. What additional public services will be needed if additional public access to the beach is created?</li> <li>9. Concerns residents and property owners have expressed: <ul style="list-style-type: none"> <li>• Increased traffic = increased noise pollution.</li> <li>• Improvements need to be balanced with preserving the scenic beauty of the area.</li> <li>• Increased pedestrian traffic in the Mussel Shoals area needs to be addressed by Ventura County on how this will be mitigated through increases in services and maintenance.</li> <li>• Consideration for the business disruption.</li> <li>• Consideration for private property rights.</li> <li>• Realistic assessment of the full-interchange option, even though it may turn out to be the most costly solution.</li> </ul> </li> </ol>
--	--	--

		10. We would like to request that you provide to us a more detailed schedule and timeline of what will happen as this Initial Study/Environmental Assessment is completed, and what will happen thereafter.
D2.	Steve and Jean Koszties	We answered this problem last year and made our choice (Alternative 2).
D3.	Robert and Janet Brunner	<ol style="list-style-type: none"> <li>1. We are against the pedestrian overpass between La Conchita and Mussel Shoals. The location and blocking of scenic views are not acceptable.</li> <li>2. We are for the pedestrian underpass in La Conchita.</li> <li>3. We are against Design #1 because it will create excessive impact to the small quiet community of Mussel Shoals.</li> <li>4. We are for Design #3 because it will keep the mainstream traffic out of Mussel Shoals.</li> <li>5. We are for the design that would move the railroad tracks up against the mountains and straighten out the curve on 101.</li> <li>6. If sound walls were to be provided this would make traffic noise on the 101 quiet and help make the community safer.</li> <li>7. Attractive landscaping is needed to keep down weeds and help promote a clean appearance.</li> <li>8. Underground utilities would improve the scenic views.</li> </ol>
D4.	Barbara Garcia	The impact of an additional 150 cars/day during the week, and possibly more on summer weekends, is not the only significant negative impact (added traffic, noise and pollution) to Mussel Shoals. The additional traffic would have a negative economical impact on the community for it would potentially lower the value of homes that would be directly adjacent to the tunnel traffic.
D5.	Mike Bell	My suggestion is to construct a pedestrian under crossing tunnel very similar to the existing drainage tunnel at the end of Sunland St. in La Conchita.
D6.	Tom Thompson	I would like to discuss concerns about how bicycling will be affected. We do not like to bicycle on hard-surfaced places we share with cars. We find cars extremely dangerous for bicycling. In your new plans I hope there will be no high speed car exits that we must traverse. Any bicycle rule you car people put in without our input will be ignored by us bicyclers. An excellent bicycle approach would be to construct a bicycle-only path from the end of the old highway into La Conchita. The options for La Conchita are both lousy.

D7.	Gail and Ray Granger	We are very interested and supportive of your plans to improve the on ramps in and out of Mussel Shoals and La Conchita. We also would like to see a safe pedestrian crossing in La Conchita.
D8.	Stanley Henney	Please get moving with the projects you mention. By all means get going with beach access from La Conchita and simplify 101 to make it easier to get in and out.
D9.	Chris Provenzano	A pedestrian underpass in La Conchita is an excellent idea. Design 1&2 modifications do not appeal to me. Design 3 is an excellent idea. Design 4 is my favorite in that it would provide maximum safety on the highway and sound impact on both beach communities would be lessened.





## Appendix E: Title VI Statement



**DEPARTMENT OF TRANSPORTATION**  
**OFFICE OF THE DIRECTOR**  
1120 N STREET  
P. O. BOX 942873  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5267  
FAX (916) 654-6608

July 26, 2000

**TITLE VI**  
**POLICY STATEMENT**

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in cursive script that reads 'Jeff Morales'.

**JEFF MORALES**  
Director

## Appendix F: SHPO Letter of Concurrence

JUN-28-2002 FRI 02:13 PM

FAX NO.

P. 02

STATE OF CALIFORNIA - THE RESOURCES AGENCY

GRAY DAVIS, Governor

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov  
www.ohp.parks.ca.gov

June 28, 2002

Reply To: FHWA020207A

Michael G. Ritchie, Division Administrator  
California Division  
Federal Highway Administration  
980 Ninth Street, Suite 400  
Sacramento, CA 95814-2724  
Atten: Cesar Perez

**RE: Access Improvements/La Conchita -Mussel Shoals, Route 101,  
Ventura County, CA - Alternative 1.A.**

Dear Mr. Ritchie:

I am herewith responding to the FHWA's request for my concurrence that implementation of Alternative 1.A. of the La Conchita - Mussel Shoals Access Improvement Project will not affect historic properties. The FHWA's request is made pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act.

In compliance with 36 CFR Part 800, the FHWA has further requested that I also concur in its documented findings that:

1. The area of potential effects (APE) for this undertaking has been appropriately delineated.
2. The studies conducted to date to identify historic properties within this APE are adequate.
3. The involvement of interested parties in the consultation has been satisfactory.

I have reviewed the documentation submitted by the FHWA in support of all of the findings cited above. Based on that review, I herewith concur with all of the findings that FHWA has made under Part 800 with regard to this undertaking.

The FHWA's consideration of historic properties in the planning process for this undertaking is appreciated. Please direct any questions you may have about this matter to Hans Kreutzberg, Supervisor, Cultural Resources Programs, State Office of Historic Preservation.

Sincerely,

Dr. Knox Mellon  
State Historic Preservation Officer

## Appendix G: Mitigation Summary Table

Mitigation Summary Table

ISSUE	ALTERNATIVE 1A & 1B (Provide grade-separated crossing (tunnel or overcrossing) across freeway and railroad at La Conchita)	ALTERNATIVE 2 (Construct frontage road from La Conchita to Mussel Shoals)	NO BUILD	MITIGATION
4.2.1 AESTHETICS	<p>-Loss of visual quality with pedestrian overcrossing and retaining walls (Alternative 1B)</p> <p>Impacts would be mitigated to less than substantial.</p>	<p>-Loss of visual quality with pedestrian overcrossing and retaining walls (Alternative 1B)</p> <p>Impacts would be mitigated to less than substantial.</p>	No impact	<p>-Provide enough light and visibility through undercrossing</p> <p>-Use textured block, color blending, mosaic patterns in overcrossing design</p> <p>-Preserve existing native trees, shrubs and groundcovers</p> <p>-Coordination with Coastal Commission</p>
4.2.2 AGRICULTURAL RESOURCES	No impact	No impact	No impact	
4.2.3 AIR QUALITY	<p>Short-term emissions, including:</p> <ul style="list-style-type: none"> <li>- exhaust emissions from construction equipment</li> <li>- fugitive dust emissions</li> </ul> <p>Impacts would be mitigated to less than substantial</p>	<p>Short-term emissions, including:</p> <ul style="list-style-type: none"> <li>- exhaust emissions from construction equipment</li> <li>- fugitive dust emissions</li> </ul> <p>Impacts would be mitigated to less than substantial</p>	No impact	<p>-Require trucks to cover loads</p> <p>-Prevent fugitive dust by periodic watering, application of environmentally safe soil stabilization materials and/or roll compaction</p> <p>-Minimize equipment idling time</p> <p>-Maintain equipment engines in good condition</p> <p>-Lengthen construction period during smog season</p> <p>-Prompt re-vegetation of roadsides</p> <p>- Phase construction and grading activities</p> <p>-Limit speeds on unpaved construction roads</p>

*Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project*

**Mitigation Summary Table**

<b>ISSUE</b>	<b>ALTERNATIVE 1A &amp; 1B</b> (Provide grade-separated crossing (tunnel or overcrossing) across freeway and railroad at La Conchita)	<b>ALTERNATIVE 2</b> (Construct frontage road from La Conchita to Mussel Shoals)	<b>NO BUILD</b>	<b>MITIGATION</b>
<b>4.2.4 BIOLOGICAL RESOURCES</b>	<ul style="list-style-type: none"> <li>-Increased disturbance from humans because of easier beach access</li> <li>-Localized, minor effects on intertidal community from pedestrian tunnel or overcrossing</li> <li>-Potential benefit of tunnel crossing to be used as a potential wildlife corridor</li> </ul> <p>Impacts would be mitigated to less than substantial</p>	<ul style="list-style-type: none"> <li>-Impact disturbed/moderate coastal sage scrub and willow/mulefat riparian community</li> <li>-Impact habitat of San Diego desert woodrat</li> <li>-Impact habitat of San Diego horned lizard</li> <li>-Potentially modify habitat of Least Bell's vireo</li> <li>-Fragment habitat</li> <li>-Increased noise and disturbance</li> <li>-Impact wildlife breeding</li> <li>-Alter vegetation during site preparation and fill activities</li> <li>-Removal of natural habitat during brush clearing and construction</li> <li>-Impact temporary and permanent wetland and upland vegetation</li> <li>-Increased disturbance from humans because of easier beach access</li> <li>-Localized, minor effects on intertidal community from pedestrian tunnel or overcrossing</li> <li>-Potential benefit of tunnel crossing to be used as a potential wildlife corridor</li> </ul> <p>Impacts would be mitigated to less than substantial</p>	No impact	<ul style="list-style-type: none"> <li>-Conduct spring surveys to determine probability of sensitive biological resources</li> <li>-Mark project area to minimize grubbing impacts</li> <li>-Limit number of spring seasons of construction</li> <li>-Re-vegetate all temporary impact areas where native plant community disturbance occurred</li> <li>-Incorporate water pollution control plan</li> <li>-Prevent introduction of invasive or exotic vegetation</li> <li>-Conduct nesting survey during bird-nesting season</li> </ul>
<b>4.2.5 WETLANDS</b>	<ul style="list-style-type: none"> <li>-Minor impacts to intertidal community and beaches from pedestrian access</li> </ul> <p>Impacts would be mitigated to less than substantial</p>	<ul style="list-style-type: none"> <li>- Temporary Direct Impacts: 0.93 acre</li> <li>- Permanent Direct Impacts: 0.94 acre</li> <li>- Permanent Indirect Impacts: 1.86 acres</li> <li>-Minor impacts to intertidal community and beaches from pedestrian access</li> </ul> <p>Impacts would be mitigated to less than substantial</p>	No impact	<ul style="list-style-type: none"> <li>-Develop mitigation-monitoring plan to restore and monitor impacted area</li> <li>-Obtain 401 Water Quality Certification</li> <li>-Develop Water Pollution Control Plan</li> <li>-Prevent substances which could be hazardous to aquatic life from contaminating soil and/or entering state and U.S. waters</li> </ul>



*Initial Study/Environmental Assessment*  
*La Conchita/Mussel Shoals Access Improvement Project*  
**Mitigation Summary Table**

<b>ISSUE</b>	<b>ALTERNATIVE 1A &amp; 1B</b> (Provide grade-separated crossing (tunnel or overcrossing) across freeway and railroad at La Conchita)	<b>ALTERNATIVE 2</b> (Construct frontage road from La Conchita to Mussel Shoals)	<b>NO BUILD</b>	<b>MITIGATION</b>
<b>4.2.6 CULTURAL RESOURCES</b>	<ul style="list-style-type: none"> <li>-Subsurface cultural material could be encountered during excavation due to high density of recorded archaeological sites in area</li> <li>-La Conchita is site of prehistoric Chumash village</li> </ul> <p>Impacts would be mitigated to less than substantial</p>	<ul style="list-style-type: none"> <li>-Directly impact to recorded potential archaeological site</li> <li>-Subsurface cultural material could be encountered during excavation due to high density of recorded archaeological sites in area</li> <li>-La Conchita is site of prehistoric Chumash village</li> </ul> <p>Impacts would be mitigated to less than substantial</p>	No impact	<ul style="list-style-type: none"> <li>-Provide Native American Monitor during excavation</li> <li>-Halt work in area if buried cultural materials or human remains are encountered</li> </ul>
<b>4.2.7 GEOLOGY AND SOILS</b>	<ul style="list-style-type: none"> <li>-Potential seismic hazards with tunnels and overcrossings</li> </ul> <p>No impact</p>	<ul style="list-style-type: none"> <li>-Potential seismic hazards with tunnels and overcrossings</li> </ul> <p>No impact</p>	No impact	<ul style="list-style-type: none"> <li>-Project structures, such as overcrossings and tunnels, would be designed and constructed in accordance with applicable liquefaction, seismic standards and building codes</li> </ul>
<b>4.2.8 HAZARDS AND HAZARDOUS MATERIALS</b>	<ul style="list-style-type: none"> <li>-Potential contaminants from for aerially deposited lead (ADL), Underground Storage Tanks (USTs), concrete-lined pits, pole mounted transformers, wooden railroad ties and rail lubricator</li> </ul> <p>Less than significant impact</p>	<ul style="list-style-type: none"> <li>-Potential contaminants from for aerially deposited lead (ADL), Underground Storage Tanks (USTs), concrete-lined pits, pole mounted transformers, wooden railroad ties and rail lubricator</li> </ul> <p>Less than significant impact</p>	No impact	<ul style="list-style-type: none"> <li>-Evaluation of soil and groundwater for contamination</li> <li>-Structural integrity check of the concrete-lined pits</li> <li>-Assessment of wooden railroad ties for creosote</li> </ul>

*Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project*

**Mitigation Summary Table**

<b>ISSUE</b>	<b>ALTERNATIVE 1A &amp; 1B</b> (Provide grade-separated crossing (tunnel or overcrossing) across freeway and railroad at La Conchita)	<b>ALTERNATIVE 2</b> (Construct frontage road from La Conchita to Mussel Shoals)	<b>NO BUILD</b>	<b>MITIGATION</b>
<b>4.2.9 HYDROLOGY AND WATER QUALITY</b>	<ul style="list-style-type: none"> <li>-Soil loss could occur as result of grading and surface disturbance</li> <li>-Project may result in slight increase in impervious surfaces</li> <li>-Excavated materials and earthwork activities have potential to increase soil erosion and sediment flow into receiving watercourses</li> <li>-Project would result in an increase to short-term construction impacts to water quality</li> </ul> <p>Impacts would be mitigated to less than substantial</p>	<ul style="list-style-type: none"> <li>-Soil loss could occur as result of grading and surface disturbance</li> <li>-Project may result in slight increase in impervious surfaces</li> <li>-Excavated materials and earthwork activities have potential to increase soil erosion and sediment flow into receiving watercourses</li> <li>-Project would result in an increase to short-term construction impacts to water quality</li> </ul> <p>Impacts would be mitigated to less than substantial</p>	No impact	<ul style="list-style-type: none"> <li>-Incorporate soil stabilization, sediment control, wind erosion, non-storm water management and waste management disposal control practices in Water Pollution Control Plan</li> <li>-Develop re-vegetation plan to restore and monitor impacted area</li> <li>-Utilize contour grading and landscaping</li> <li>-Develop appropriate method for isolating and de-watering work area</li> <li>-Place temporary fencing</li> <li>-Comply with water pollution control provisions</li> </ul>
<b>4.2.10 LAND USE AND PLANNING</b>	No impact	No impact	No impact	<ul style="list-style-type: none"> <li>-Coordinate with Ventura County and California Coastal Commission and prepare draft Coastal Development Permit</li> </ul>
<b>4.2.11 MINERAL RESOURCES</b>	No impact	No impact	No impact	
<b>4.2.12 NOISE</b>	No impact	No impact	No impact	<ul style="list-style-type: none"> <li>-Construction noise levels should not exceed 86 dBA (<i>L<sub>max</sub></i>) at a distance of 15 meters (49.2 ft)</li> <li>-Employ additional noise attenuation techniques</li> </ul>

*Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project*

**Mitigation Summary Table**

<b>ISSUE</b>	<b>ALTERNATIVE 1A &amp; 1B</b> (Provide grade-separated crossing (tunnel or overcrossing) across freeway and railroad at La Conchita)	<b>ALTERNATIVE 2</b> (Construct frontage road from La Conchita to Mussel Shoals)	<b>NO BUILD</b>	<b>MITIGATION</b>
<b>4.2.13 POPULATION AND HOUSING</b>	No impact	-May require some right-of-way for the frontage road  Impacts would be mitigated to less than substantial	No impact	
<b>4.2.14 PUBLIC SERVICES</b>	No impact	No impact	No impact	
<b>4.2.15 RECREATION</b>	No impact	No impact	No impact	
<b>4.2.16 TRANSPORTATION/ TRAFFIC</b>	-May require some temporary street closures and late night closures -Placement and removal of K-rails may cause traffic delays  Impacts would be mitigated to less than substantial	-May require some temporary street closures and late night closures -Placement and removal of K-rails may cause traffic delays -Increased traffic to surface streets  Impacts would be mitigated to less than substantial	No impact	-Provide Traffic Management Plan for control and safety of traffic, temporary traffic detour schemes, access plans, and temporary traffic control signs and signals
<b>4.2.17 UTILITIES AND SERVICE SYSTEMS</b>	-May require some utility relocation  No impact	-May require some utility relocation  No impact	No impact	-Coordination with the respective companies
<b>4.2.18 MANDATORY FINDINGS OF SIGNIFICANCE</b>	No impact	-Potential to degrade the quality of the environment with frontage road -Potential to directly impact previously recorded archaeological site  Impacts would be mitigated to less than substantial	No impact	-Minimize grubbing impacts -Conduct general spring surveys -Limit number of spring seasons of construction -Incorporate water pollution control plan -Re-vegetate all temporary impact areas -Provide Native American Monitor

## Appendix H: Notice of Public Hearing/Notice of Availability

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685



*Flex your power!  
Be Energy Efficient!*

February 21, 2002

File: 07-VEN-101  
KP R64.0/R69.4  
U.S. 101 Access Improvement Project  
EA 196400

Responsible Agencies, Review Agencies,  
Trustee Agencies and individuals interested  
In the U.S. 101 Access Improvement Project

**Notice of Public Hearing/Notice of Availability**

The California Department of Transportation has prepared an Initial Study/Environmental Assessment (IS/EA) for the proposed improvements on U.S. 101 in the vicinity of the communities of Mussel Shoals and La Conchita, located in Ventura County. The proposed project would improve safety and provide access by constructing a pedestrian overcrossing or undercrossing, improving or reconstructing the access ramps, constructing a frontage road and closing the existing median turn lanes at La Conchita and Mussel Shoals.

A public hearing is scheduled for March 26, 2002, from 6:00 p.m. to 8:00 p.m. The hearing will take place at the following location:

The Ventura County Government Center  
Board of Supervisors Hearing Room  
Hall of Administration, Main Floor  
800 S. Ventura Avenue, Ventura, CA 93009

The purpose of this hearing is to obtain public comment on the proposed project design and results of our environmental studies. Attached is a copy of the Initial Study/Environmental Assessment for your review and comment. It is requested that you furnish all written comments by April 5, 2002 to:

Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 S. Spring St.  
Los Angeles, CA 90012

E-mail: Liz\_Suh@dot.ca.gov

For additional information on this project, please call Cathy Wright at (213) 897-0687. Thank you for your interest in this transportation project.

Sincerely,

A handwritten signature in black ink that reads "Ronald Kosinski". The signature is fluid and cursive, with a long horizontal stroke at the end.

RONALD KOSINSKI

Deputy District Director, District 7  
California Department of Transportation

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685



*Flex your power!  
Be Energy efficient!*

March 25, 2002

Responsible Agencies, Review Agencies,  
Trustee Agencies and individuals interested  
In the U.S. 101 Access Improvement Project

## Public Hearing Address Correction

A public hearing is scheduled for the proposed highway improvements on U.S. 101 in the communities of Mussel Shoals and La Conchita, located in Ventura County.

The public hearing is scheduled for March 26, 2002, from 6:00 p.m. to 8:00 p.m. The hearing will take place at the following location:

**The Ventura County Government Center  
Board of Supervisors Hearing Room  
Hall of Administration, Main Floor  
800 S. Victoria Avenue, Ventura, CA 93009**

The purpose of this hearing is to obtain public comment on the proposed project design and results of our environmental studies.

Should you have any questions or concerns, please contact me at (213) 897-1090 or via email at [Liz\\_Suh@dot.ca.gov](mailto:Liz_Suh@dot.ca.gov).

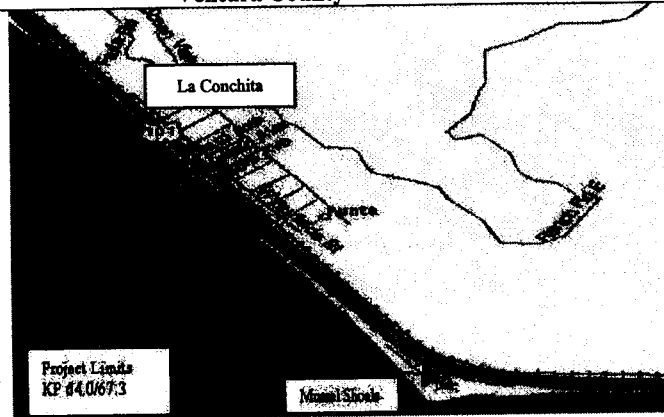
Thank you,

A handwritten signature in cursive script, appearing to read "Liz Suh", is located below the "Thank you," text.

Liz Suh  
Environmental Planner



**Notice of Intent to Adopt a Negative Declaration  
Study Results Available  
Announcement of Public Hearing For Proposed  
Access Improvements on Route 101 In the  
Vicinity of Mussel Shoals and La Conchita in  
Ventura County**



**WHAT'S BEING PLANNED?**

The California Department of Transportation (Caltrans), District 7, is proposing access improvements on U.S. 101 in Ventura County. The proposed project would include a grade-separated pedestrian crossing in the community of La Conchita, reconstruction of the ramps at Mussel Shoals, construction of a frontage road and closing the existing median turn lanes. The proposed work would require some right-of-way acquisitions.

**WHY THIS AD?**

Caltrans has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. This notice is to inform you of the preparation of the Initial Study/Environmental Assessment and its availability for you to read. A hearing with Caltrans staff will be held to give you an opportunity to become familiar with certain design features of the project before the final design is selected. The tentative schedule for construction will also be discussed.

**WHAT'S AVAILABLE?**

Maps, the Initial Study/Environmental Assessment and other project information are available for review and copying at the Caltrans District 7 Office (120 S. Spring Street, Los Angeles, CA 90012) on weekdays from 8:00 a.m. to 4:00 p.m. The document may also be reviewed at the Avenue Library at 807 North Ventura Avenue, Ventura, CA 93001.

**WHERE YOU COME IN**

Do you have any comments about processing the project with the Draft Negative Declaration/Finding of No Significant Impact and the Initial Study/Environmental Assessment? Do you agree with the findings of our study as set forth in the Proposed Draft Mitigated Negative Declaration? Would you care to make any other comment on the project? Please submit your comments in writing no later than April 5, 2002, to:

Mr. Ronald Kosinski, Deputy District Director  
Division of Environmental Planning (07-VEN-101-KP R64/R69.4)  
Caltrans  
120 S. Spring Street  
Los Angeles, CA 90012

**WHEN AND WHERE**

A meeting will be held on March 26, 2002, from 6:00 p.m. to 8:00 p.m. at the Ventura County Government Center, Board of Supervisors Hearing Room, Hall of Administration, Main Floor located at 800 S. Ventura Avenue, Ventura, CA 93009. The purpose of this meeting is to obtain public comments on the project design and the results of the environmental studies. Individuals who require special accommodation (American Sign Language Interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 7 Public Affairs Office at (213) 897-4867, prior to the public hearing. TDD users may contact the California Relay Service Line at (800) 735-2929 or Voice Line at (800) 735-2922.

**CONTACT**

For more information about this study or any transportation matter, please contact Cathy Wright, Caltrans (213) 897-0687 or Liz Suh, Caltrans (213) 897-1090.

*Thank you for your interest in this transportation project!*





## Appendix I: Written Comments Received and Responses

**WRITTEN COMMENTS RECEIVED FROM PUBLIC  
OFFICIALS/ AGENCIES/ GENERAL PUBLIC/ GROUPS/ ORGANIZATIONS**

This section of the Response to Comments includes comments received from elected officials, public agencies, and the general public/groups/organizations and the accompanying responses to the comments. The following elected officials, agencies, and public/ groups/ organizations provided written comments on the Initial Study/Environmental Assessment.

<b>No.</b>	<b>Elected Officials/ Public Agencies/ Individuals</b>	<b>Contact</b>	<b>Page</b>
A1	Governor's Office of Planning and Research California State Clearing House		I-1
A2	Governor's Office of Planning and Research California State Clearing House	Terry Roberts	I-2
A3	County of Ventura Flood Control Department	Fred Boroumand	I-4
A4	County of Ventura Resource Management Agency Planning Division	Christopher Stephens	I-5
A5	County of Ventura Public Works & Transportation Department	Nazir Lalani	I-6
A6	County of Ventura Air Pollution Control District	Andy Brown	I-7
A7	County of Ventura Resource Management Agency Environmental Health Division	Melinda Talent	I-9
A8	County of Ventura Public Works & Transportation Department	Wm. Butch Britt	I-10
A9	California Department of Fish and Game	C. F. Raysbrook	I-12
A10	Ventureno Chumash Representative	Susan Ruiz	I-16
	<b>Businesses/Organizations/Groups</b>		
B1	Ocean View Road Association, Inc.	Phil White	I-17
B2	Breakers Way Property Owners Association	Gary Garcia	I-18
B3	Deckers Outdoor Corporation	Douglas B. Otto	I-19
B4	Breakers Way Property Owners Association	Gary Garcia	I-21
B5	The Cliff House Inn / Rincon Hotels, Inc.	Sanford Porter	I-24
B6	Hickey Bros. Land Co., Inc.	Terry Banks	I-30
	<b>General Public</b>		
C1	Chris Provenzano-Chernof		I-31
C2	Robert & Janet Brunner		I-33
C3	Norm Frank		I-35
C4	Ted Jennings		I-36
C5	Dusty Farber		I-37
C6	Jeff Rains		I-39
C7	Charles & Philomena Elsass		I-40
C8	Ellen Mingus		I-41

No.	General Public	Contact	Page
C9	Bob Hart		I-42
C10-C57	Property Owners/Residents of Mussel Shoals (David Barker, Warren Barnett, Janell Beck, Buz Benner, "Pat" Esther R. Benner, Patricia P. Bennett, Richard R. Bennett, Janet Brunner, Robert Brunner, Jack Burditt, Robert Ciauri, Joseph Crotty, Virginia Crotty, Doug Elkins, Richard B. Elkins, Ted J. Ferrari, Debbie Fortunato, Les Harmon, Nancy Harmon, Maribel Jarchow, Paul Jarchow, Patricia Kimbrough, Ted Kimbrough, Del Marie Kohler, Carol Kapitula Lloyd, Andrew Luster, Edward Makhanian, Norman Makhanian, Sam Makhanian, Luciana Mankel, Kathleen J. Mann, Sarah Mann, Alexander Martinez, Juan Martinez Perez, Colin Normington, Reynol Obispo, Gerardo Ortiz, Leonardo Ortiz, Helen Elroy Payne, Michele Porter, Chris Provenzano-Chernof, Jeff Rains, Jason Reynolds, Ken Robertson, Sue Traxler, Dennis Turner, Jose Severiano Vico, Dan VanKeing)		I-43
C58	David Barker		I-45
C59	Janell Beck		I-46
C60	Buz Benner		I-47
C61	"Pat" Esther R. Benner		I-48
C62	Jack Burditt		I-49
C63	Joseph & Virginia Crotty		I-49
C64	Ted J. Ferrari		I-50
C65	Debbie Fortunato		I-50
C66	Les & Nancy Harmon		I-51
C67	Del Marie Kohler		I-51
C68	Carol Kapitula Lloyd		I-52
C69	Andrew Luster		I-52
C70	Edward Makhanian		I-53
C71	Kathleen J. Mann		I-53
C72	Sarah Mann		I-54
C73	Juan Martinez Perez		I-55
C74	Helen Elroy Payne		I-55
C75	Michele Porter		I-56
C76	Chris Provenzano-Chernof		I-56
C77	Jeff Rains		I-57
C78	Ken Robertson		I-57
C79	Dennis Turner		I-58
C80	Chris Provenzano-Chernof		I-59
C81	Jerry & Beatrice Dunn		I-60
C82	Paul M. Jarchow		I-63
C83	Mike Bell		I-65
C84	Jeannette Longwill		I-69
C85	Thomas Teas		I-70
C86	Charles Youmans		I-71
C87	Chris Provenzano-Chernof		I-72
C88	Martha Patricia Duggan		I-74
C89	David Chernof, MD		I-76
C90	Georgia J. DiGiulio		I-78

<b>No.</b>	<b>General Public</b>	<b>Contact</b>	<b>Page</b>
C91	Robert & Janet Brunner		I-79
C92	Steven W. Badger Family		I-80
C93	Carole Ferrari		I-81
C94	Ted J. Ferrari		I-82
C95	Bancroft M. Benner		I-83
C96	Norma Makhanian, Gloria & Edward Kelly		I-84
C97	Hana L. Greer & Natalie T. Hull		I-86
C98	Allen D. Blackwell		I-88
C99	Genevieve C. Connars		I-89
C100	Matthew T. Imhoff		I-90

June 2002



GRAN LIAISON  
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse



Tal Finn  
INTERIM DIRECTOR

ACKNOWLEDGEMENT OF RECEIPT

DATE: March 20, 2002

TO: Liz Suh  
California Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012

RE: La Conchita/Mussel Shoals Access Improvement Project  
SCH#: 2002031013

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: March 5, 2002  
Review End Date: April 3, 2002

We have distributed your document to the following agencies and departments:

California Coastal Commission  
California Highway Patrol  
Department of Conservation  
Department of Fish and Game, Region 5  
Department of Forestry and Fire Protection  
Department of Parks and Recreation  
Department of Toxic Substances Control  
Department of Water Resources  
Integrated Waste Management Board  
Native American Heritage Commission  
Office of Historic Preservation  
Regional Water Quality Control Board, Region 4  
Resources Agency  
State Lands Commission

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.

1400 TENTH STREET, 20, BOX 1044, SACRAMENTO, CALIFORNIA 95812-1044  
(916) 227-0115 FAX (916) 227-0118 WWW.CALINFO.CA

**A1 Response to Governors Office of Planning and Research  
California State Clearinghouse  
March 20, 2002**

- 1) For the purpose of the administrative record, this statement acknowledges the receipt of the environmental document for the review period; start date of March 5, 2002, and an end date of April 3, 2002; and the distribution to State agencies. However, the official Caltrans end date was April 5, 2002. No response necessary.

June 2002



Gray Davis  
GOVERNOR

April 4, 2002

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse



Tal Finney  
INTERIM DIRECTOR

Liz Suh  
California Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012

Subject: La Conchita/Mussel Shoals Access Improvement Project  
SCH#: 2002031013

Dear Liz Suh:

The State Clearinghouse submitted the above named Environmental Assessment to selected state agencies for review. The review period closed on April 3, 2002, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

1400 TENTH STREET, P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95832-3044  
(916) 445-0613 FAX (916) 445-1018 WWW.OPPR.CA.GOV

**A2 Response to Terry Roberts**  
**Governors Office of Planning and Research**  
**California State Clearinghouse**  
**April 4, 2002**

- 1) For the purpose of the administrative record, this statement acknowledges the close of the public review period of April 3, 2002, however, response to late comments are addressed herein. No response necessary.

1

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

1-2

Document Details Report  
State Clearinghouse Data Base

**SCH#** 2002031013  
**Project Title** La Conchita/Mussel Shoals Access Improvement Project  
**Lead Agency** Caltrans #7

**Type** EA Environmental Assessment  
**Description** The proposed project is located at the northern end of Ventura County within the communities of La Conchita and Mussel Shoals on U.S. 101 between kilopost (KP) R64 and KP R69.4. The proposed project includes construction.

**Lead Agency Contact**

**Name** Liz Suh  
**Agency** California Department of Transportation, District 7  
**Phone** 213 897-1090 **Fax**  
**email**  
**Address** 120 South Spring Street  
**City** Los Angeles **State** CA **Zip** 90012

**Project Location**

**County** Ventura  
**City**  
**Region**  
**Cross Streets** Sea Cliff  
**Parcel No.**  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** 33  
**Airports**  
**Railways** Union Pacific  
**Waterways** Ventura River  
**Schools**  
**Land Use** Transportation/Open Space

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Toxic/Hazardous; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Including; Landuse; Cumulative Effects; Other Issues

**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Conservation; Department of Fish and Game, Region 5; Department of Forestry and Fire Protection; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Integrated Waste Management Board; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

**Date Received** 03/05/2002 **Start of Review** 03/05/2002 **End of Review** 04/03/2002

Note: Blanks in data fields result from insufficient information provided by lead agency.



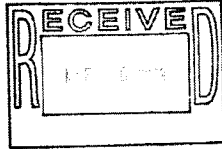
June 2002

# county of ventura

PUBLIC WORKS AGENCY  
RONALD C. COONS  
Director

March 5, 2002

Mr. Ron Kosinski, Chief  
Caltrans Office of Environmental Planning  
120 South Spring Street  
Los Angeles, California 90012-3606



Deputy Directors of Public Works  
Wm. Butch Britt  
Transportation  
John C. Crowley  
Water Resources & Engineering  
Lane B. Holt  
Central Services  
Kay Martin  
Solid Waste Management  
Jeff Pratt  
Flood Control

SUBJECT: RMA 02-019, EA 196400, Initial Study and Environmental Assessment  
U.S. Highway 101 Improvements, La Conchita/Mussel Shoals

Dear Mr. Kosinski :

The Ventura County Flood Control District (District) has reviewed the submittal for the proposed improvement of Highway 101 in the La Conchita/Mussel Shoals area with respect to issues under District purview. The project is not adjacent to any District jurisdictional facilities and will not encroach into District facilities or rights-of-way. A portion of the project is located in a floodplain area and will require District review and permitting. Water quality issues are adequately addressed and will be covered by the Caltrans NPDES Permit with the State Water Quality Board.

If you have questions regarding this subject, please call the undersigned at 654-2011 or for water quality questions, please call Jayme Laber at 662-6737.

Very truly yours,

Fred Boroumand, P.E.  
Manager, Permit Section,  
Planning and Regulatory Division  
Flood Control District

c: Joseph Eisenhut, RMA Planning, County of Ventura

log no. 20020228-001



Hall of Administration L # 1600  
800 S. Victoria Ave. Ventura, CA 93009 • (805) 654-2018 • FAX (805) 654-3952 • [www.ventura.org/VCPWA](http://www.ventura.org/VCPWA)



## A3 Response to Fred Boroumand, P.E. Ventura County Flood Control District March 5, 2002

- 1) Following final environmental document approval and during final design, Caltrans will obtain permits from agencies as requested, and contractors will be monitored for compliance with permit requirements.

1

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

14

## RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division  
Christopher Stephens  
Director

April 4, 2002

Cathy Wright  
Caltrans 7

FAX #: (213) 897-0685

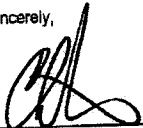
Subject: Ventura County North Coast U. S. Highway 101 Improvements

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document.

Your proposed responses to these comments should be sent directly to the commentator, with a copy to Joseph Eisenhut, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Joseph Eisenhut at (805) 654-2464.

Sincerely,



Christopher Stephens  
County Planning Director

F:\RMA\PC\WORD\1655-7.02.doc

Attachment

County RMA Reference Number 02-019

800 South Victoria Avenue, L#1760, Ventura, CA 93009 (805) 654-2481 Fax (805) 654-2509



Printed on Recycled Paper



#### A4 Response to Christopher Stephens Ventura County Planning Division April 4, 2002

- 1) Comment noted. No response necessary.

June 2002



PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic and Planning & Administration

**MEMORANDUM**  
March 19, 2002

TO: Resource Management Agency, Planning Division  
Attention: Joseph Eisenhut

FROM: Nazir Lalani, Principal Engineer *NL*

SUBJECT: Review of Document 02-019  
Initial Study and Environmental Assessment  
U.S. 101 Improvements-LaConchita/Mussel Shoals Access Improvement  
Lead Agency: California State Department of Transportation (CALTRANS)

The Transportation Department has reviewed the Initial Study and Environmental Assessment for the improvements to a portion of the U.S. 101 in Ventura County. This project consists of improving highway facilities and pedestrian access within the community of Mussel Shoals and La Conchita on U.S. 101. We offer the following comments:

- 1) We concur with the proposed project for those areas under the purview of the Transportation Department.
- 2) Our review of this project is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 if you have questions.

c: Jim Myers

NL-RH-BE-AB:ks

N:\Non\_County\02-019 Caltrans.doc

**A5 Response to Nazir Lalani, P.E.**  
**Ventura County Transportation Department**  
**March 19, 2002**

- 1) Comment noted. No response necessary.
- 2) Comment noted. No response necessary.

1

2

*Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project*

June 2002

**VENTURA COUNTY  
AIR POLLUTION CONTROL DISTRICT**  
Memorandum

TO: Joseph Eisenhut, Planning                      DATE: March 26, 2002  
FROM: Andy Brown <sup>AB</sup>  
SUBJECT: Request for Review of Initial Study/Environmental Assessment/Negative Declaration (IS/EA/ND) for proposed Caltrans road improvements on U.S. 101, in the vicinity of the Mussel Shoals & La Conchita communities (02-019)

Project Description

Air Pollution Control District staff has reviewed the subject project IS/EA/ND, which is a proposal to improve highway safety, operation and the level of service of the U.S. 101, in the vicinity of the beach communities of Mussel Shoals and La Conchita. Improvements to this stretch of the U.S. 101 are proposed due to the increasing volume of traffic and the number of accidents in the area. The project also seeks to provide direct pedestrian access to the beach and increase mobility in the area by connecting the communities of Mussel Shoals and La Conchita with a proposed frontage road and a below-grade under crossing or vehicular tunnel.

Safety along this segment of the U.S. 101 would be enhanced by closing the median openings at Mussel Shoals, La Conchita and Tank Farm to eliminate left hand turn movements onto and off of U.S. 101; upgrading the on- and off-ramps at Mussel Shoals and La Conchita by providing longer acceleration and deceleration lanes; constructing a grade-separated pedestrian crossing to provide beach access from the community of La Conchita.

Project Location

The project is located in the vicinity of the communities of Mussel Shoals and La Conchita, on the U.S. Freeway 101. Both communities are located in unincorporated Ventura County. This project is located within the Coastal area of Ventura County.

Project Impacts

District staff has reviewed Section 3.6 - Air Quality (Affected Environment), and Section 4.2.3 - Air Quality (Environmental Evaluation), and concurs with the findings of the IS/EA/ND. Based on the information provided by the applicant the project will not have

**A6      Response to Andy Brown  
Ventura County Air Pollution Control District  
March 26, 2002**

- 1) Comment noted. No response necessary.
- 2) Comment noted. No response necessary.
- 3) The document is in compliance with revised guidelines contained within the *Ventura County Air Quality Assessment Guidelines (2000 Guidelines)*.

Caltrans Mussel Shoals Improvements/02-019  
March 26, 2002  
Page 2

a significant effect on regional and local air quality. The District finds the mitigation measures (Measures to Minimize Harm) on pages 52 and 53 of the IS/Ea/ND to be adequate for minimizing ozone precursors, fugitive dust and particulate matter that may result from grading and construction activities associated with the project.

General Comments

On page 52 of the IS/Ea/ND, the second paragraph of Section 4.2.3 - Air Quality, refers to "Ventura County's Guidance for the Preparation of Air Quality Impact Analyses." These Guidelines were recently updated and are now referred to as the *Ventura County Air Quality Assessment Guidelines* (2000 Guidelines). Please note that these Guidelines were updated and adopted by the Air Pollution Control Board in 2000, and is now the advisory document for lead agencies, consultants, and project applicants for preparing air quality evaluations for environmental documents. A copy of the 2000 Guidelines can be accessed from the downloadable materials section of the APCD website at [www.vcapcd.org](http://www.vcapcd.org).

If you have any questions, contact me by telephone at (805) 645-1439 or by email at [andy@vcapcd.org](mailto:andy@vcapcd.org).

2

3

## RESOURCE MANAGEMENT AGENCY

**county of ventura**

 Environmental Health Division  
 Robert Gallagher  
 Director

March 18, 2002


 Ronald Kosinski, Deputy District Director  
 Caltrans District 7  
 Division of Environmental Planning, VEN-101  
 120 S. Spring St.  
 Los Angeles, CA 90012

**INITIAL STUDY / ENVIRONMENTAL ASSESSMENT 07-VEN-101 KP R64/69.4 (PM 39.8/R43.1) EA 196400 FOR U.S. 101 ACCESS IMPROVEMENT PROJECT IN THE COMMUNITIES OF MUSSEL SHOALS AND LA CONCHITA**

Environmental Health Division (EHD) staff reviewed the subject document and provides the following comment:

- The community of La Conchita is served by individual sewage disposal systems (septic systems) for sewage disposal. According to the proposed project site plans, there are some properties located on Surfside Street, Santa Barbara Avenue, and Ojai Avenue that may have septic systems located in the proposed project area (new Frontage Road). Prior to construction, the locations of the septic systems should be verified and if necessary, the systems should be relocated. A repair permit for a new septic system must be obtained by EHD.

If you have any questions please contact me at 805/654-2811.

  
 MELINDA TALENT  
 LAND USE SECTION  
 ENVIRONMENTAL HEALTH DIVISION

McKinn/Landuse/Caltrans La Conchita

 800 South Victoria Avenue, Ventura, CA 93009-1730 (805) 654-2813 FAX (805) 654-2480  
 Internet Web Site Address: [www.ventura.org/env\\_hlth/env.htm](http://www.ventura.org/env_hlth/env.htm)
**A7 Response to Melinda Talent  
 Ventura County Environmental Health Division  
 March 18, 2002**

- 1) Please refer to Section 4.2.14 *Public Services* of this Initial Study/Environmental Assessment.
- 2) Following final environmental document approval and during final design, Caltrans will obtain permits from agencies as requested, and contractors will be monitored for compliance with permit requirements.

1

2

I-10

**county of ventura**

**PUBLIC WORKS AGENCY**  
**RONALD C. COONS**  
Director

April 5, 2002

Robert W. Sassaman, Director *RL*  
Caltrans, District 7  
120 S. Spring Street  
Los Angeles, CA 90012-3606

Deputy Directors of Public Works

**Wm. Butch Britt**  
Transportation

**John C. Crowley**  
Water Resources & Engineering

**Lane B. Holt**  
General Services

**Key Martin**  
Solid Waste Management

**Jeff Pratt**  
Flood Control

**SUBJECT: INITIAL STUDY/ENVIRONMENTAL ASSESSMENT**  
**07-VEN-101, KP 64.0/ R 69.4 (PM R39.8/ R 43.1)**

Dear Mr. Sassaman:

Your staff has been in discussions with County staff about the maintenance of the proposed improvements on U. S. 101 in the La Conchita and Mussel Shoals area. Caltrans staff or others have made statements during scoping or project status meetings which suggest that there might be a misunderstanding about the County of Ventura's policy regarding the long term maintenance or ownership of the planned improvements.

The County supports the overall objectives and purpose of the project to improve traffic safety and the quality of life for the local residents of La Conchita and Mussel Shoals. However, the County's role as a service provider is limited by the restrictions associated with the use of State gas tax revenues, and other mandated or priority services which are required to be funded out of limited County general funds.

The County will accept the relinquishment and maintenance responsibility of the portion of the access road or other transportation facilities, if constructed to applicable County road standards and located outside of Caltrans freeway right of way.

The County will not accept the ownership or maintenance responsibility of the pedestrian crossing (underground or overhead) constructed within Caltrans or Union Pacific Railroad right of way, and outside of County road right of way.

Should you or your staff have any questions regarding this matter, you may contact me at (805) 654-2077.

Very truly yours,

Wm. Butch Britt  
Deputy Director of Public Works  
Transportation Department  
WBB:709-32

[illegible]

Hall of Administration L # 1600

800 S. Victoria Ave, Ventura, CA 93009 • (805) 654-2018 • FAX (805) 654-3952 • [www.ventura.org/VCPWA](http://www.ventura.org/VCPWA)

**A8      Response to Wm. Butch Britt, Deputy Director  
Ventura County Transportation Department  
April 5, 2002**

- 1) Comment noted. No response necessary.
- 2) Comment noted. No response necessary.
- 3) Comment noted. No response necessary.
- 4) A maintenance agreement between Caltrans and the County of Ventura will be necessary to determine responsibility for the maintenance of the pedestrian crossing (undercrossing or overcrossing).

1

2

3

4

*Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project*

Robert W. Sassaman, Director  
Caltrans, District 7  
April 5, 2002  
Page 2

c: Supervisor Bennett's office  
Ron Kosinski, Caltrans Environmental Planning, ATTN: C. Wright, via fax (213) 897-0685  
Ventura County Transportation Commission  
Ronald C. Coons

10<sup>40</sup> A



June 2002

STATE OF CALIFORNIA - THE RESOURCES AGENCY  
**DEPARTMENT OF FISH AND GAME**  
South Coast Region  
4949 Viewridge Avenue  
San Diego, California 92123  
(858) 457-4201  
FAX (858) 467-4235

GRAY DAVIS, Governor



April 5, 2002

Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 S. Spring Street  
Los Angeles, CA 90012

**Comments on the Initial Study/Negative Declaration for  
La Conchita/Mussel Shoals Access Improvement Project  
(SCH#2002031013)**

Dear Mr. Kosinski:

The Department of Fish and Game (Department) appreciates the opportunity to comment on the Initial Study and Negative Declaration (IS/ND) for the above-referenced project relative to impacts to biological resources. The proposed project consists of construction of a grade separation pedestrian crossing in La Conchita, reconstruction of ramps at Mussel Shoals, closing the median turn lanes at La Conchita, Mussel Shoals and the Mobil Tank Farm, and possibly construction of a frontage road connecting La Conchita, Mussel Shoals and Pacific Coast Highway in Ventura County. The purpose of the project is to provide safe access to and from the communities of La Conchita and Mussel Shoals and pedestrian crossing for beach access.

The following statements and comments have been prepared pursuant to the Department's authority as a Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Guidelines Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 *et seq.*) And Fish and Game Code Section 1600 *et seq.*

**Impacts to Biological Resources**

Generally, an ND proposes a project that, through its design, avoids significant impacts. Alternatives to the project are not required, but additional mitigation measures may be added to the project before it is submitted for public review, in which case, the document is generally termed a Mitigated Negative Declaration. It is unclear why the subject ND includes a set of alternatives.

**A9 Response to C.F. Raysbrook, Regional Manager  
California Department of Fish and Game  
April 5, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. This alternative does not include the construction of a frontage road, therefore, endangered species impacts have been eliminated from this project. A wetland delineation map (see figure 3-2) has been inserted and prior to construction, Environmentally Sensitive Areas (ESA) will be identified on plans.
- 2) The text has been revised to reflect that the permanent impacts to 2.8 acres and temporary impacts to 0.9 acres of wetland and riparian habitat are associated with Alternative 2 only. With the absence of the frontage road as an alternative, there will be no impacts to endangered species habitat.
- 3) Please see response 1. A habitat survey will also be conducted for potential habitat that is appropriate and currently used by Least Bell's Vireo prior to construction.
- 4) The elimination of wetlands is addressed in Cumulative Impacts in Section 4.2.18 (b) *Mandatory Findings of Significance* of this Initial Study/Environmental Assessment. Mitigation for wetland impacts can be presumed that the California Department of Fish and Game will require approximately 5:1 for permanent impacts and 3:1 for temporary impacts. This would require purchases of land off-site, presumably in the Ventura River Watershed.
- 5) Please refer to response 3.
- 6) Please refer to response 1. Since this alternative does not include the construction of a frontage road, there will be no impacts to wetlands, streams or drainages.

1

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

I-12

Alternatives 2, 3, and 4 would permanently impact 2.8 acres and temporarily impact 0.9 acre of wetland and riparian habitat. In addition, the document identifies the affected riparian area as potential habitat for least Bell's vireo, a State listed endangered species. The document concludes that project impacts to wetlands and least Bell's vireo habitat are not significant and therefore, a Negative Declaration is the appropriate CEQA document.

Under Section 15065 of the CEQA guidelines, where substantial evidence supports a fair argument that the proposed project, mitigated or otherwise, has the potential to "reduce the number" or "restrict the range" of an endangered, rare or threatened species, an Environmental Impact Report (EIR) is required. Avoidance of least Bell's vireo habitat so that no take occurs, or a revision of the project and its mitigation measures so that these thresholds are not reached, would not require the lead agency to prepare an EIR, but at a minimum, a recirculated Negative Declaration appears to be required.

In addition, the Department contends that the elimination of nearly two acres of wetland should be addressed in the cumulative impacts section. When a project has possible environmental effects which are individually limited but cumulatively considerable, the project is subject to CEQA's mandatory findings of significance [Guidelines Section 15065 (c)]. Coastal wetlands, including riparian habitat, have been extensively damaged and/or eliminated in southern California, leaving many of the remaining areas fragmented and small in size. Riparian habitats also support the greatest diversity of wildlife, including rare and listed species, as indicated above. The Department considers impacts to even relatively small wetland areas potentially "considerable" given the historical loss of coastal wetlands. If a revised project is recirculated for review, a reduction in the amount of wetland impacts should be included.

#### California Endangered Species Act Permit

If least Bell's vireo habitat cannot be avoided and if the project has the potential to result in "take" of listed species of plants or animals, a California Endangered Species Act (CESA) Permit must be obtained. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit.

#### Streambed Alteration Agreement

The Department's issuance of a Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department, as a responsible agency under CEQA, may

#### A9 Response to C.F. Raysbrook, Regional Manager (Cont'd)

- 7) Please refer to response 6.
- 8) Comment noted. Text has been revised to incorporate the recommended mitigation measures. Please refer to Section 4.2.4 (a) *Biological Resources* of this Initial Study/Environmental Assessment.
- 9) Please refer to response 1. This alternative does not include the construction of a frontage road, therefore, endangered species impacts have been eliminated from this project. This requirement only applies to endangered species.
- 10) Comment noted. Text has been revised to incorporate the recommended mitigation measures. Please refer to Section 4.2.4 (a) *Biological Resources* of this Initial Study/Environmental Assessment.
- 11) This comment summarizes all of the above issues and comments and confirms that "Alternative 1 avoids impacts to wetland resources including habitat for Least Bell's Vireo." This environmental document is also a NEPA document and alternatives must be discussed.

June 2002

consider the local jurisdiction's (lead agency) CEQA document for the project. However, if the Lead Agency's CEQA document does not fully identify potential impacts to lakes, streams, and associated resources (including riparian habitat) and provide adequate avoidance, mitigation, monitoring and reporting commitments, additional CEQA documentation will be required prior to execution (signing) of the Streambed Alteration Agreement.

6

To avoid subsequent CEQA documentation and project delays, the Department recommends the Lead Agency incorporate all information regarding potential impacts to lakes, streams and associated habitat as well as avoidance and mitigation measures within the CEQA document, including (a) a delineation of lakes, streams, and associated habitat that will be directly or indirectly impacted by the proposed project; (b) details on the biological resources (flora and fauna) associated with the lakes and/or streams; (c) identification of the presence or absence of sensitive plants, animals, or natural communities associated with the stream, lake, or associated habitat; (d) a discussion of environmental alternatives; (e) a discussion of avoidance measures to reduce project impacts; and (f) a discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance.

7

#### **Nesting Birds**

The Migratory Bird Treaty Act of 1918 (50 CFR 10.13) prohibits take of birds, nests, or eggs for all migratory nongame native bird species (regardless of listing status), and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of birds and their active nests. This should be added to the list of potential impacts.

8

To help ensure avoidance of direct take of native birds and their nests, the Department recommends the following mitigation measures:

- Schedule vegetation removal activities outside of the breeding bird season, if possible, generally from March 1 through August 31 (but as early as February 1 for raptors).
- Beginning 30 days prior to disturbance of suitable nesting habitat (coastal sage scrub, willow riparian scrub, freshwater marsh, eucalyptus and cottonwood trees, and adjacent farm land), a qualified ornithologist should conduct weekly surveys in the affected habitat, with the last survey conducted not more than two days prior to the initiation of tree removal/habitat clearance.
- If breeding birds are encountered, a minimum 500 foot buffer for raptors (as proposed) and 300 foot buffer for all other native species should be established as off-limits for construction until the young have fledged and there is no evidence of a second nesting attempt. Limits of construction in the field to maintain the proper buffer distances are best accomplished, when feasible, with

9

10

construction fencing; otherwise, flagging and stakes can be used.

10

#### Conclusions

As discussed above, this project includes alternatives, which are not normally included in a Negative Declaration. Generally, alternatives are proposed and included in EIRs. If Caltrans proposes to process this project as a (mitigated) ND, the Department believes that revisions are needed to avoid creating significant impacts. For EIRs, CEQA requires the lead agency to select the project alternative that will result in the lowest environmental impact while still meeting project objectives. Alternative 1 avoids impacts to wetland resources including habitat for least Bell's vireo. Under Alternative 2, 3, or 4, the project may reduce the number of a listed species and possibly result in cumulative wetland impacts, which requires a mandatory finding of significance. For Alternatives 2, 3, or 4, the Department believes that CEQA, based on these mandatory findings of significance, requires the preparation of an Environmental Impact Report (EIR).

11

Thank you for this opportunity to provide comments. Questions regarding this letter and further coordination on these issues should be directed to Ms. Trudy Ingram at (805) 640-9897.

Sincerely,



C.F. Raysbrook  
Regional Manager

cc: Morgan Wehtje  
Terri Dickerson  
Trudy Ingram  
Dept of Fish and Game

Susan Desaddi  
Corps of Engineers, Regulatory Branch, PO Box 532711, L.A., CA 90053

Jason Lambert  
Regional Water Quality Control Board, 320 W 4<sup>th</sup> St, L.A., CA 90013

State Clearinghouse

June 2002

I-15

April 9, 2002

Ronald Kosinski  
Deputy Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 S. Spring Street  
Los Angeles, CA 90012

RE: 007-VEN-101, KP R64.0/R69.4, U.S. 101 Access Improvement Project

Attention Liz Suh:

I have reviewed the Initial Study/Environmental Assessment provided to me. In particular the sections concerning Cultural Resources. I have thought and discussed this project with other Chumash members to get their views and perspectives of the measures outlined. We have come to the conclusion that they are listed accordingly and we are satisfied with the plan. Our concern is that someone be available for this project once it is ready to begin or to be available for the sections most sensitive. Should you have any problems, please contact me.

These measures would avoid any adverse effects to resources that may be located in the area. Should there be any further questions, you can contact me at the number below. Thank you for the information provided.

Sincerely

Susan Ruiz  
Ventureno Chumash Council Member  
P.O. Box 6612  
Oxnard, CA 993031  
(805) 488-0481  
(805) 247-5780

**A10 Response to Susan Ruiz  
Ventureno Chumash Council Member  
April 9, 2002**

---

- 1) Comment noted. Please refer to Section 4.2.6 (d) *Cultural Resources* of this Initial Study/Environmental Assessment.

June 2002

OCEAN VIEW ROAD ASSOCIATION, INC.  
7395 Ocean View Road  
Ventura, CA 93001

March 26, 2002

Ronald Kosinski  
Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 S. Spring St  
Los Angeles, CA 90012

SUBJECT: LA CONCHITA / MUSSEL SHOALS ACCESS IMPROVEMENT PROJECT

Dear Mr. Kosinski,

The Ocean View Road Association operates Ocean View Road, which is a private road extending from La Conchita to the top of Rincon Mountain. There are 26 properties belonging to OVRA totalling a little over 300 acres.

The Board of Directors of the Ocean View Road Association has reviewed the February 20, 2002 Access Improvement Project document and the September / October 2000 Preliminary Alternatives document and would like to offer the following comments:

1. The OVRA Board supports all projects which improve safety and access to and from the communities of La Conchita and Mussel Shoals. The existing median cross-overs are extremely dangerous and should be eliminated as soon as possible. The on- and off-ramps at both La Conchita and Mussel Shoals are also dangerous and should be improved as soon as possible.
2. Regarding a comparison of alternatives 1 and 2 in the February 20002 report, option 2 is preferable since it provides better access to La Conchita. Extension of the frontage road from La Conchita to Sea Cliff is a good idea.
3. In the September / October 2000 Preliminary Alternatives document were also mentioned alternatives 3 and 4. Alternative 4, relocating both the railroad tracks and the freeway inland away from Mussel Shoals, with an interchange there, and widening to six lanes, was presented as the ultimate improvement for the area. Serious consideration should be given to resurrecting this alternative, since it may provide the best long term project in terms of safety, access, and accommodation of future growth. If this is in fact Caltrans' ultimate plan for the area, Caltrans should begin with this end in mind.

Thank you for the opportunity to comment.

Sincerely,

  
Phil White, President

B1 Response to Phil White, President  
Ocean View Road Association, Inc.  
March 26, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Alternative 1 proposes to close the medians at Mussel Shoals, La Conchita and Tank Farm and improve the on- and off-ramps at Mussel Shoals. The on- and off-ramps currently meets Caltrans Highway Design Standards for acceleration and deceleration lengths.
- 2) Extension of the frontage road from La Conchita to Sea Cliff was proposed as a part of Alternative 3. This alternative was rejected due to significant environmental impacts associated with the proposed extended frontage road, costs and schedule delays and because this alternative exceeds the purpose and need of the project.
- 3) Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

June 2002

► Rodrick Lee  
03/29/2002 04:03 PM  
.....  
To: "Gary-HRStrategy" <hrstrategy@earthlink.net>  
cc: cameron.benson@asm.ca.gov, Mumble Fredson-Cole/D07/Caltrans/CAGov@DOT, Carlos Montez/D07/Caltrans/CAGov@DOT, Manuel Ramirez/D06/Caltrans/CAGov@DOT  
Subject: Ventura, US 101 (07-196400) Re: Follow-up

Gary,  
Thank you for your comments and a contact for Rincon One Island. This should definitely help us in identifying and resolving issues related to the project. We will be responding back to you and the community in the near future. If you have other questions or comments, please don't hesitate to contact me.

"Gary-HRStrategy" <hrstrategy@earthlink.net>

"Gary-HRStrategy" To: <rodrick\_lee@dot.ca.gov>  
<hrstrategy@earthlink.net> cc: <Cameron.benson@asm.ca.gov>  
Subject: Follow-up  
03/27/02 07:41 AM

Rodrick,

Interesting evening. Most, if not all, the Mussel Shoals community is against alternative 2 as it stands. This would be the death blow to the Cliff House and a major negative impact to the small community, though I do believe that there is room to discuss a hybrid. We hope those that are least impacted do not weigh in more than those that are directly impacted. La Conchita has no reason to drive through Mussel Shoals. They will be getting a very nice beach pedestrian access tunnel/ramp. Very few communities have taxpayer dollars spent on such a luxury item these days, we do appreciate it.

Please keep me informed as the comments arrive and Caltrans begins it's final decision discussions.

Here is the contact information for Rincon One Island. Bill is the Island Foreman. At this time the oil operation is in negotiations to be sold and I am not sure of Bill's involvement.

Bill Yates  
5750 w. Pacific Coast Hwy  
Ventura, Ca 93001  
Bus: (805) 643-2551

Mobile: (805) 207-9787  
Bus Fax: (805) 643-2412

Cheers,  
Gary Garcia  
Mussel Shoals Homeowner/President Breakers Way Property Owners Association

**B2 Response to Gary Garcia, Homeowner/President  
Breakers Way Property Owners Association  
March 27, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Caltrans will continue to coordinate with the residents of Mussel Shoals and La Conchita.
- 3) Comment noted. No response necessary.

1

2

3

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

June 2002

**DECKERS**  
outdoor corporation

495-A S. Fairview Ave.  
Galeto, CA 93117

805.967.7611  
Fax 967.9722

March 29, 2002

Mr. Ronald Kosinski, Deputy District Director *RK*  
Caltrans District 7  
Division of Environmental Planning, VEN - 101  
120 S. Spring Street  
Los Angeles, CA 90012

Dear Mr. Kosinski:

Re: La Conchita/Mussel Shoals U.S. 101 Access Improvement Project

I appreciate you listening to the property owners who are affected by this project. I own two properties and live in Mussel Shoals with my wife and 3 children (ages 2-12). I am also an employer of 132 people (one of whom had a spouse lose his life in an accident at Mussel Shoals) in Ventura and Santa Barbara. Here are my comments and suggestions:

1. I am very disappointed that Alternatives 3 and 4 are no longer considered, as they are the only true long-term answers to the safety and access issues facing this corridor of Highway 101.
2. I support the pedestrian tunnel in La Conchita and I support replacing current vehicular access to Highway 101 with a tunnel or under/overpass.
3. I support maintaining the existing and ongoing convenience of not having to go south to Seacliff to go north on a congested Highway 101 and not having to go north to Bates to go south on 101.
4. However, I do not support redirecting all La Conchita traffic, a community of some 230 properties (including a gas station and store) through the smaller residential community of Mussel Shoals, with its limited space and only 2 public roads. The negative impact of the increased traffic and its resulting congestion, crime, noise, and air pollution is born entirely by our tiny community.
5. I understand La Conchita residents support Alternative 2 (I would too if I benefited from the improvements without bearing any of the negative impact). I also understand you are willing to work with the community here to mitigate the negative impact to Mussel Shoals and I commend you for this. With this understanding I support Alternative 2 over Alternative 1 and offer these points for consideration:
  - a. Provide quick response access for emergency vehicles;
  - b. Provide large truck access to Rincon Island;

TIME

Simple.

UGG

**B3 Response to Douglas B. Otto, Chairman and CEO  
Deckers Outdoor Corporation  
March 29, 2002**

- 1) Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected.
- 2) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. It also has less impact on the community. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 3) Closing the median openings would eliminate conflicting turning movements within this segment of expressway. In eliminating these points of conflict, accidents caused by vehicles crossing the intersection would be reduced.
- 4) Please see response 2.
- 5) Please see response 2.
- 6) Emergency median openings would provide access for emergency and law enforcement vehicles only. Details of these emergency openings will be addressed and designed during final design.
- 7) Please see response 2.
- 8) Alternative 1 involves improvements that would not directly impact adjacent residences and therefore, would not contribute to noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls. Please refer to Section 3.14 *Existing Noise Environment* of this Initial Study/Environmental Assessment.
- 9) Your suggestion to improve and strengthen railings at Mussel Shoals is acknowledged. However, since the on- and off-ramps will be lengthened at Mussel Shoals, the deceleration and acceleration distances will be improved. Consequently, vehicles

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

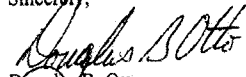
1-19



- c. Provide a sound barrier for all of Mussel Shoals to mitigate the increased freeway and off ramp noise;
- d. Improve and strengthen railings to protect Mussel Shoals from increased traffic and therefore increased possibility of runaway trucks or cars;
- e. Lengthen the off ramp in La Conchita to account for increased traffic waiting at the rail crossing;
- f. Improve old PCH and Ocean Ave. to help mitigate increased traffic congestion and crime by providing better paving, lighting, landscaping trash receptacles and undergrounding utilities;
- g. Increase maintenance budget and schedule as well as Sheriff's patrol for Mussel Shoals to help mitigate increased traffic and potential for crime;
- h. Construct the tunnel in such a manner that will accommodate long-term improvements and with the understanding that when Highway 101 is eventually widened to 3 lanes:
  - 1. the substandard curve of Highway 101 will be corrected,
  - 2. utilities will be brought into Mussel Shoals underground instead of through the current overhead wires across the highway,
  - 3. and most importantly, that the frontage road will be extended to connect with the Seacliff exit; and,
- i. The medians stay open until construction is complete.

Again, I appreciate your willingness to help mitigate the negative impact to Mussel Shoals and the opportunity to offer my input. Please call me if you have any questions. My daytime phone number is (805) 967-7611 ext. 541 and my email address is [dotto@deckers.com](mailto:dotto@deckers.com)

Sincerely,



Douglas B. Otto  
Chairman and CEO

cc: Senator O'Connell  
Assembly Member Jackson  
Supervisor Steve Bennett

### B3 Response to Douglas B. Otto, Chairman and CEO (Cont'd) Deckers Outdoor Corporation

- will have more time to slow down, thus decreasing the vulnerability of Mussel Shoals from the possibility of runaway trucks or cars. The existing metal beam guard railing will remain. At this time, there is no plan to install an additional barrier at this location.
- 10) The off-ramp at La Conchita currently meets Caltrans Highway Design Standards for deceleration lengths.
  - 11) Please see response 2.
  - 12) The County of Ventura maintains the budget to include sheriff patrol of Mussel Shoals. It is not Caltrans' responsibility.
  - 13) The proposed improvements are designed to be compatible with a six-lane facility. This does not imply that a six-lane facility is equivalent to freeway standards, which would require significant changes to the curve and likely require replacing the six-lane highway. The nonstandard curve radius will be addressed in the future in a separate project.
  - 14) Please see response 2.
  - 15) Extension of the frontage road from La Conchita to Sea Cliff was proposed as a part of Alternative 3. This alternative has been rejected due to significant environmental impacts associated with the proposed extended frontage road, costs and schedule delays and because this alternative exceeds the purpose and need of the project. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission.
  - 16) During all stages of construction and through completion of the project, the median openings may be modified to accommodate temporary detours.

June 2002

Gary Garcia  
President, Breakers Way Property  
Owners Association  
6758 Breakers Way  
Ventura, CA 93001

April 3, 2002

Mr. Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 S. Spring Street  
Los Angeles, CA 90012

Dear Mr. Kosinski:

Re: La Conchita/Mussel Shoals U.S. 101 Access Improvement Project

Over the past 3 years the Community Task force and Caltrans personnel have worked toward the development of viable solutions to the safety hazard presented by the substandard unit on and off access lanes into Mussel Shoals. Additionally, we have been looking for a safe solution to having to cross over into Mussel Shoals.

In discussions with members of the Breakers Way Property Owners Association we would like to first thank our district representatives, the Ventura County Transportation Commission, and Caltrans representatives for spearheading this project and finding the necessary funds to conduct the Initial Study/Environmental Assessment report.

As a property owner and spokesperson for the Association, we all have had various opinions on what the scope of the project should be but we are all in agreement in the following:

- 1) There should be a *long-term solution* to the vehicle congestion, noise and road pollution, and individual safety, and to finally remedy the, admittedly, substandard road conditions along the Mussel Shoals/La Conchita U.S. 101 highway.
- 2) That if the *"scope" of the project is to be limited* to the access improvement to Mussel Shoals and La Conchita, each community need to cooperate in discussions on how best to mitigate the negative impact of any proposed alternative(s). This means that the larger community should not be able to weigh heavier on the smaller

06/03/02

**B4 Response to Gary Garcia, Homeowner/President  
Breakers Way Property Owners Association  
April 3, 2002**

- 1) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach and your suggestions to improve this segment is beyond the original scope of this safety project. Unfortunately, there is no community or agency consensus on longer term solutions.
- 2) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project and has the least impact on the community. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Caltrans will continue to coordinate with the residents of Mussel Shoals and La Conchita.
- 3) Alternative 1 involves improvements that would not directly impact adjacent residences and therefore, would not increase noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls. Please refer to Section 3.14 *Existing Noise Environment* of this Initial Study/Environmental Assessment. The Noise Study addressed all alternatives that were presented and concluded that Alternative 1 and 2 were not qualified for soundwalls. However, future improvements proposed in Alternative 4 were considered and studied in further detail. Due to the proposed relocation of U.S. 101 away from Mussel Shoals, the community of Mussel Shoals will be less impacted by freeway noise in the future.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

1-21

community, that will be more heavily impacted by the proposed project, (e.g., 35% of the homes directly impacted due to the vehicle traffic increase and road modifications and 100% of the properties in Mussel Shoals as a result of home de-valuation will be negatively impacted by Alternative 2 as proposed. This will be through an actual increase in traffic congestion, noise and air pollution in addition to the negative economic consequence to both property values and to commercial business.)

- 3) Contrary to the "Initial Study/Environmental Assessment" that concludes there will be a reduction in noise levels below the federal "Noise Abatement Criteria (NAC) of 67dBA, the reality is that for Mussel Shoals (currently at 67dBA) it will be the contrary. Sound levels may remain at the federal threshold but will more likely increase in relation to the increase in traffic volume and speed. The report based this conclusion on Alternative 4 being constructed.
- 4) Caltrans needs to recognize that the "Initial Study/Environmental Assessment" has conclusions that are in conflict with the actual Alternatives left for consideration. The study assumed that Alternative 3 & 4 were still viable solutions. In the "Environmental Evaluation" section (Pages 41—75) factors were determined to have no significant impact that, in fact, may in deed have negative consequences for the Mussel Shoals community, e.g., aesthetics will be impacted with the increase in vehicles, more congestion, and maintaining the current natural landscaping, meaning the brush, weeds, and trash; cultural resources will be impacted by disrupting the tranquility of this public haven for surfers and beach visitors alike, to name a few.

The Association would encourage Caltrans, VCTC, our governmental representatives, and each community representative to work cooperatively toward a *modification of Alternative 2*. This could include something in the order of:

- a) *Only a tunnel with no on/off ramps into Mussel Shoals.* The Mussel Shoals community is generally receptive to accepting the inconvenience of having some additional travel time to go south. It is preferred that we not have to get into the northbound traffic at Seacliff due to increased congestion. This would help preserve a wonderful community business asset as the Cliff House has become for the both communities.
- b) *A tunnel with ONLY a southbound off-ramp into Mussel Shoals.* This would balance and mitigate the increase traffic being forecast. Each community would have some inconvenience but Mussel Shoals would not become the access point for everyone in both communities. The forecast of the increased traffic into a small community with only two small public roads is unsafe and unhealthy.

06/03/02

#### B4 Response to Gary Garcia, Homeowner/President (Cont'd) Breakers Way Property Owners Association

- 4) Alternative 3 and 4 were presented as *Alternatives No Longer Under Consideration* in this Initial Study/Environmental Assessment (please refer to Section 2.5 *Alternatives No Longer Under Consideration*). Reference to Alternative 3 and 4 in the Environmental Evaluation (see Section 4) has been revised.
- 5) Please refer to response 2.
- 6) Please refer to response 2.

All the community written comments from individuals and representatives acknowledge that we should not miss this seminal opportunity to make a positive change for safety on our communities. We strongly support continued work toward an "Alternative" that would not require a postponement of the project nor negatively impact the Mussel Shoals community. Doing nothing is less desirous than Alternative 1 or 2.

Thank you for providing us the opportunity to offer our opinion and suggestions as an association of homeowners representing over 50% of the properties in Mussel Shoals.

Sincerely,



Gary Garcia  
Homeowner/President, Breakers Way Property Owners Association

Cc: State Senator, 18<sup>th</sup> District, Jack O'Connell  
State Assemblymember, 35<sup>th</sup> District, Hannah-Beth Jackson  
Ventura County Supervisor 1<sup>st</sup> District, Steve Bennett  
Members, Breakers Way Property Owners Association

06/03/02

#### PROPERTY OWNERS REPRESENTED THROUGH THE ASSOCIATION

Joe & Ginny Crotty	6694 Breakers Way	Ventura, CA 93001
Dennis & Daphne Turner	6702 Breakers Way	Ventura, CA 93001
Dave & Sharon Barker	6707 Breakers Way	Ventura, CA 93001
John & Cindy Van Wingerden	6708 Breakers Way	Ventura, CA 93001
Rick Otto	6714 Breakers Way	Ventura, CA 93001
Dusty & Janice Farber	6711 Breakers Way	Ventura, CA 93001
Dr. Madras & Irene Padmanabhan	6719 Breakers Way	Ventura, CA 93001
Cindy Burditt	6724 Breakers Way	Ventura, CA 93001
Robert & Dianne Morrison	6726 Breakers Way	Ventura, CA 93001
Ted & Patricia Kimbrough	6728 Breakers Way	Ventura, CA 93001
Paul & Maribel Jarcho	6733 Breakers Way	Ventura, CA 93001
Dr. Ray Rieman	6734 Breakers Way	Ventura, CA 93001
Geoffrey Wallace & Tamara Scott	6741 Breakers Way	Ventura, CA 93001
Doug & Rita Otto	6752 Breakers Way	Ventura, CA 93001
Sam & Norma Makharian	6748 Breakers Way	Ventura, CA 93001
Gary & Barbara Garcia	6758 Breakers Way	Ventura, CA 93001
Ed Makharian	6762 Breakers Way	Ventura, CA 93001
Ed & Gloria Kelly	6766 Breakers Way	Ventura, CA 93001
Pat Duggan	6768 Breakers Way	Ventura, CA 93001
Pat & Dick Bennett	6772 Breakers Way	Ventura, CA 93001
Bob & Maria Ferro	6774 Breakers Way	Ventura, CA 93001
Pat & Buz Benner	6776 Breakers Way	Ventura, CA 93001

06/03/02

# The Cliff House Inn

Rincon Hotels, Inc.

6602 W. Pacific Coast Hwy. ♦ Mussel Shoals, CA 93001 ♦ (805) 652-1381 ♦ Fax (805) 652-1201

Friday, April 05, 2002

Robert J. Kosinski, Deputy District Director, CalTrans

Dear Mr. Kosinski,

I sincerely appreciate the time and consideration that has gone into the efforts for improving Mussel Shoals and La Conchita corridor of 101. None of my comments and opinions should take away from this appreciation and respect for the many knowledgeable and professional engineers on your staff.

**CLIFF HOUSE POSITION:** It is our view that the only appropriate and best solution for this stretch of highway is a full interchange or Option Three. We cannot fully embrace any other alternative as each brings with it its own set of inherent problems and negative impacts. We realize the issues about funding are the primary obstacle for considerations. The key question is whether it is wise to proceed with changes that do not fully solve the problems and create worse problems or to wait for funding to do this properly.

In our commitment to safety, we are willing to support some variations of Option Two as noted below.

**OVERWHELMING CONSENSUS:** I am attaching survey forms and I am aware that virtually 100% of all Mussel Shoals residents are opposed to Option Two in its present form. We are also opposed to Option One in any form. This is in fact OUR COMMUNITY and we have a right to decide on such a change that will so severely impact quality of life and property values.

Most of us invested and settled in Mussel Shoals because of certain *inherent qualities* of this community: the size, the sense of tranquility, and the unique beauty among many other reasons. A vacant lot here recently sold for close to one million dollars. The concept of channeling all south bound 101 traffic from La Conchita would result in the following impacts to Mussel Shoals that were NOT addressed in your "Initial Study/Environmental Assessment:"

- Bring congestion, traffic, and noise to two of Mussel Shoals main roadways.
- Directly impact the quality of life for 6 duplexes and 7 homes and two commercial businesses, as opposed to two homes impacted in La Conchita.
- Impact property values since Mussel Shoals will no longer be as nice and quiet as it was. One appraiser I spoke with said that it could be as much as \$100000 to \$200000 per parcel loss.
- Represent a loss in business for The Cliff House Inn due to the above reasons as well as overall parking loss.
- Impact Coastal Access because Mussel Shoals is a very popular surfing spot and there is little parking.
- Option Two is not such a profoundly superior alternative for La Conchita as to justify all the negative impacts to Mussel Shoals. The time to drive ½ mile to Mussel Shoals (at 35mph) and negotiate two intersections may be equal to or greater than the time for a La Conchita resident to drive 65mph to Bates Road interchange (2 miles each way) and back.
- Does not address or solve a major safety problem in this corridor: the exposure of Mussel Shoals and especially The Cliff House and homes to the highway. The Cliff House will continue to be vulnerable to any out of control car or truck possibly resulting in loss of life and property.
- Will present its own set of problems with crossing the railroad.
- Property values in Mussel Shoals may well be 5 or 6 times those of La Conchita. This is far too great of a burden on Mussel Shoals property owners to bear.

**B5 Response to Sanford Porter, Owner/Manager  
The Cliff House Inn / Rincon Hotels, Inc.  
April 5, 2002**

- 1) Extension of the frontage road from La Conchita to Sea Cliff is part of Alternative 3 and a full interchange at Mussel Shoals is part of Alternative 4. These alternatives have been rejected due to the significant environmental impacts. Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission.
- 2) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 3) Please refer to response 2.
- 4) The California Environmental Quality Act (CEQA) Guidelines Section 15145 prohibits agencies from engaging in review of impacts that are purely speculative. The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach. Caltrans believes that the quality of life will be improved as a result of this project.
- 5) Property values can be influenced by many external variables and cannot be attributed solely to the proposed project. Such variables as economic trends, public policies, local planning decisions, community image, land availability and institutional financing practices complicate any definitive analysis of a freeway's potential impacts.

- Loss of setbacks for homes and the highway. The new ramps would effectively bring 101 closer to homes and The Cliff House (because ramps are part of 101) and would severely take away natural vegetation in Mussel Shoals.
- Oil island trucks ingress/egress were never addressed, nor was the Oil Island pipeline that runs down Ocean Ave and under the freeway ever even mentioned. This Environmental Study is incomplete and biased towards Option Two.

**HYBRIDS OF OPTION TWO:** A great majority of Mussel Shoals property owners and residents (including the Cliff House) are supportive of a modification of Option Two:

■ **OPTION TWO WITH NO ON OR OFF-RAMPS AT ALL IN MUSSEL SHOALS.** The tunnel provides safe passage without crossing the freeway. The fatalities occurred at Mussel Shoals and not La Conchita. Fixing Mussel Shoals (and to a lesser extent La Conchita) was always our primary objective. When weighing "convenience" against the impacts of the traffic and noise from Option 2, most of Mussel Shoals view eliminating the latter to be the higher priority. This option will save CalTrans millions of dollars. La Conchita will still get their pedestrian tunnel as well as car and bicycle access to the beach through Mussel Shoals. La Conchita is closer to the Bates Road interchange than Mussel Shoals and their inconvenience is inconsequential. The oil island can be serviced by smaller trucks and/or barge services (like other offshore oil production facilities). Mussel Shoals also needs a wall to protect us against out of control cars and sound levels that exceed federal standards.

■ **OPTION TWO WITH ONE OFF-RAMP ONLY (NO ON-RAMP):** This is a form of compromise for La Conchita. It would mitigate 50% of the negative impacts to Mussel Shoals. This is a proposal that I believe most in Mussel Shoals would support. The protection wall should still be constructed leaving only the opening for this ramp. The ramp should be designed so as not to be so invasive to Mussel Shoals. By eliminating center median access, CalTrans engineers can use the space of the existing northbound center ramp for the new off-ramp. Utilizing Mussel Shoals space is not the only solution. The design of this ramp needs to be further studied.

**OPTION ONE:** It was obvious that one thing is for certain: Option 1 should be removed from consideration and has zero support from residents of both communities. I have attached a separate page that offers my arguments against Option 1 (see attached).

**MORE ABOUT THE CURVE AND OPENING AT MUSSEL SHOALS:** The curve at Mussel Shoals, according to CalTrans, is below CalTrans standards. When one brings together the average speeds of 75+mph, a long sharp curve, pitch-blackness at night on a lonely highway, and private residences 15 feet away, disaster awaits. Actually the evidence of a serious problem is already here now: Since the highway task force has started (2-3 years) there have been a number of accidents that directly encroached and impacted Mussel Shoals:

- Gas truck overturned in front of the Cliff House resulting in a 4 am evacuation (third gas truck accident in this corridor in the last decade).
- Vehicle flew off the freeway and landed on the beach below Mussel Shoals causing a fatality and fire.
- Truck drove through guardrail at the curve narrowly missing a home in Mussel Shoals.
- A car went through "the gap" in Mussel Shoals slamming into cars and the building and gas main. Cliff House was evacuated at 3 am. (Sept. 2001)
- A car drove through the guardrail in front of the Cliff House and exploded on top of four cars at the Cliff House. Near fatality and multiple injuries. (2:30 am Jan 2002).

**STATISTICAL TREND:** There is an obvious statistical trend that proves an increase in occurrences that should not be ignored. Mussel Shoals is vulnerable, especially the Cliff House and if the freeway will not be straightened and improved, then we need a wall, in addition to the guardrail. We also must eliminate any opening. One cannot have a hotel or residences next to such a curve on a fast dark highway with no railing or protection at all!!!! This is a very serious issue that must be corrected.

## B5 Response to Sanford Porter, Owner/Manager (Cont'd) The Cliff House Inn / Rincon Hotels, Inc.

- 6) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Your concerns regarding the impacts associated with Alternative 2 are no longer applicable. Approximately 15 parking spaces adjacent to the highway will be temporarily used as a temporary construction easement. However, these parking spaces are all within state property. Caltrans will work with The Cliff House Inn/Rincon Hotels, Inc. during final design to minimize the temporary parking impacts associated with the construction of the retaining wall for the lengthening of the on-ramp at Mussel Shoals.
- 7) Coastal Access will be enhanced as a result of the increased beach area this project proposes to provide. There will only be temporary parking impacts during the construction of the retaining wall for the on-ramp at Mussel Shoals.
- 8) Please see response 2.
- 9) The on- and off-ramps will be lengthened at Mussel Shoals to improve the deceleration and acceleration distances. Consequently, vehicles will have more time to slow down, thus decreasing the vulnerability of The Cliff House and homes that are adjacent to the expressway from cars and trucks. The existing metal beam guard railing will remain. At this time there is no plan to install an additional barrier at this location. Installation of safety lighting has been initiated for Mussel Shoals and La Conchita.
- 10) Please see response 2. Caltrans will coordinate with the Union Pacific Railroad Company for the construction issues associated with the pedestrian undercrossing over railway tracks.

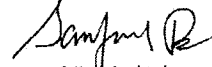
June 2002

**SUMMARY:** I respectfully urge you to not decide in favor of Option One or Two, but to fine tune Option Two to be more reasonable. I am attaching a spreadsheet analysis that first states all of the key problems and issues and then illustrates how each option abates the problems. Surprisingly, the time factors for both communities to get access to the highway are so similar as to make this issue inconsequential. The priorities for this project should be: Vehicles crossing, Mussel Shoals vulnerability, environmental considerations, losses for commercial enterprises, property values, coastal access and aesthetic considerations. Option One and Two are fraught with incidentals that produce more negative impacts than help. The hybrids of Option Two get closer to abating the problems down the line and, of course, Options Three and Four solve all the problems.

Thanks so much for listening to me and including me in planning.

Most Sincerely Yours,

Sanford Porter, Owner/Manager



Respectfully submitted,  
Sanford Porter

18

**B5 Response to Sanford Porter, Owner/Manager (Cont'd)  
The Cliff House Inn / Rincon Hotels, Inc.**

- 11) Comment noted. Please refer to response 5.
- 12) Prior to construction, any permanent easements will be compensated for. It is Caltrans' policy to provide standard highway planting on new highways where adjacent properties have been developed at the time the roadway construction contract is accepted. All temporary impacts to native plant communities will be re-vegetated. A re-vegetation plan from Caltrans' Landscape Section will be a part of Special Provisions to the construction contract.
- 13) Please refer to response 2. Therefore, there will be no impacts to the oil island trucks and the oil island pipeline beneath Ocean Avenue and the expressway.
- 14) Please refer to response 2.
- 15) Please refer to response 2.
- 16) Please refer to response 2.
- 17) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach and your suggestion to improve this segment is beyond the original scope of this safety project. The nonstandard curve radius will be addressed in the future in a separate project. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission. Also, please refer to response 9.
- 18) Please refer to response 2.
- 19) Emergency median openings would provide access for emergency vehicles only. Details of these emergency openings will be addressed and designed during final design.
- 20) Please refer to response 7.
- 21) Please refer to response 17.
- 22) Please refer to response 6.
- 23) Please refer to response 2.

*Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project*

**ARGUMENTS AGAINST OPTION ONE:**

ALTERNATIVE ONE, should be completely omitted from consideration because the negatives are so severe and greatly burden both communities as to render it acceptable. Many of these impacts are also part of OPTION TWO and cannot be abated:

- 1.) Isolates the residents of both communities in a lonely stretch of highway that is prone to landslides and other disasters. 101 has been closed down on many occasions in the last decade: two toxic waste accidents, two gas truck accidents and many landslides. The idea of having all access to and from Mussel Shoals be via the south bound 101 is scary and poor planning.
- 2.) Emergency vehicles would either have to drive an extra 6 mile round trip to Bates or remove a section of guardrail in order to save a life or put out a fire in Mussel Shoals. When the inevitable 3 lanes in both directions comes, it is unrealistic to imagine a fire engine crossing three lanes of traffic. Private ambulance companies will not necessarily know how to enter Mussel Shoals this way.
- 3.) The Coastal Commission would object to OPTION ONE because it greatly restricts coastal access and parking.
- 4.) We have no protection from out of control cars, fuel and toxic chemical spills and other inevitable tragedy's that are bound to increase on the highway curve that is substandard to Caltrans specs.
- 5.) The Cliff House and the Ferrari's residence would still be exposed to 3 lanes of traffic with an average speed of 75 miles per hour so long as there is a gap for the on and off ramps. It is not just the gap, but the gap at the epicenter of a below standard radius curve. We perceive the many recent accidents as an unfortunate trend that supports the conclusion that this opening is dangerous. Had the car that recently hit the Cliff House been a gasoline truck, or really any kind of semi, there could conceivably be as many as 50 fatalities and the complete destruction of the Cliff House Inn.
- 6.) The so-called improvements to the on and off ramps in Mussel Shoals are too intrusive to free space that has always been part of the Mussel Shoals community. The design of these ramps would severely encroach into our community affecting open space, setbacks and parking availability. The southbound on-ramp also is designed in a way that reduces available parking for the Cliff House. The results of this could push the Cliff House across the line of profitability and effectively put us out of business. Your environmental document failed to recognize this as it states there would be no adverse affects to business or employment.

You are effectively moving the freeway closer to Mussel Shoals and making our community part of 101!! As the freeway widens and volume increases at 2.5% per year, Mussel Shoals will be experiencing more and more noise, accidents, tragedies and we will have no opportunity for improvement because we "settled" on the quick and dirty option. We want an interchange (a Porsche), and the next best thing is the tunnel, (a Cadillac with a Northstar engine), but I hope you all recognize that OPTION 1 is a Ford Pinto.....with no engine and flat tires!!!

19

20

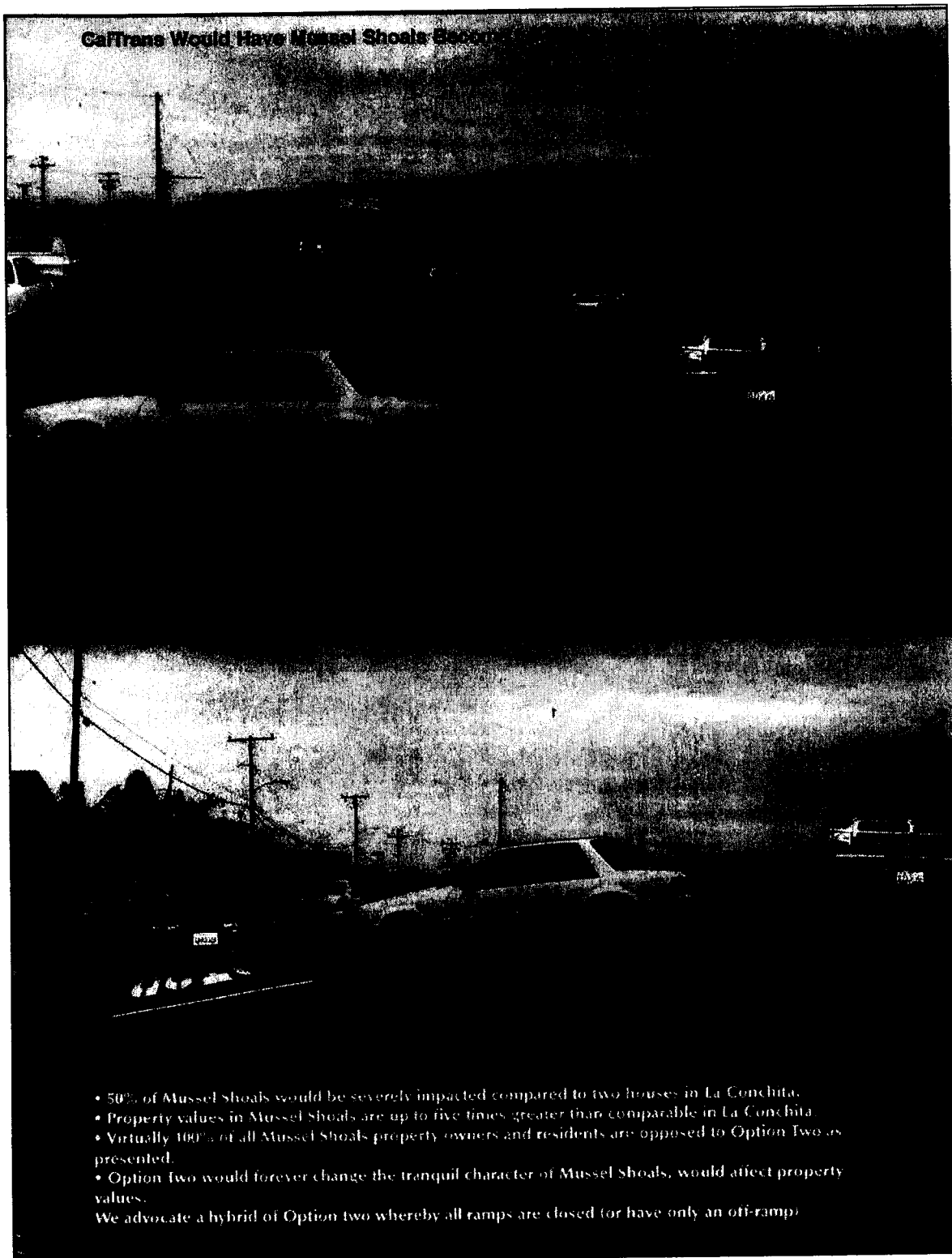
21

22

23



	OPTION 1	OPTION 2 (CalTrans Plan)	OPTION 2 NO RAMPS & WALL	OPTION 2 OFF-RAMP only w/WALL	OPTION 3 SEACLIFF	OPTION 4 INTERCHANGE
<b>KEY ISSUES</b>						
EXPENSE	Cheap & Dirty	28000000	Saves Millions	Saves Millions		58000000
TIME FOR COMPLETION	2 years	5 years	4 years	4 years?	10 years	10 years
DANGER OF CROSSING FREEWAY	ABATED	ABATED	ABATED	ABATED	ABATED	ABATED
DANGEROUS GAP	NOT FIXED!	NOT FIXED!	GOOD	GOOD	GOOD	GOOD
EMERGENCY VEHICLES	UNACCEPTABLE	GOOD	GOOD	GOOD	BETTER	BEST
RAMP ENCROACHING	SEVERE	SEVERE	NONE, GOOD!	SOME	NONE	BEST
ISOLATES RESIDENTS	SEVERE!!	GOOD	OK	OK	BETTER	BEST
COASTAL PARKING	RESTRICTS	RESTRICTS	GOOD	NOT AS GOOD, BUT OK	GOOD	BEST
COASTAL ACCESS,	RESTRICTS	GOOD	OK	GOOD	BETTER	BEST
(OIL ISLAND) TRUCK ACCESS	OK	OK	RESTRICTS	OK	OK	OK
MUSSEL SHOALS 101 N EGRESS TIME DELAY	4-5 min	3-4 min	3-4 min	3-4 min	3-4 min	1-2 min
MUSSEL SHOALS 101 S EGRESS TIME DELAY	1 min	1 min	4-5 min	4-5 min	2-3 min	1-2 min
MUSSEL SHOALS 101 N INGRESS TIME DELAY	3-4 min	3-4 min	3-4 min	3-4 min	3-4 min	1-2 min
MUSSEL SHOALS 101 S INGRESS TIME DELAY	1 min	1 min	4-5 min	3-4 min	3-4 min	1-2 min
LA CONCHITA 101 N EGRESS TIME DELAY	1 min	1 min	1 min	1 min	1 min	1 min
LA CONCHITA 101 S EGRESS TIME DELAY	4-5 min	3-4 min	4-5 min	4-5 min	3-4 min	1-2 min
LA CONCHITA 101 N INGRESS TIME DELAY	1 min	1 min	1 min	1 min	1 min	1 min
LA CONCHITA 101 S INGRESS TIME DELAY	6-7 min	3-4 min	6-7 min	3-4 min	3-4 min	3 min
TOTAL TIME RESTRICTIONS	21-25	16-20	26-32	22-28	19-25	10-15
CLIFF HOUSE PARKING	RESTRICTS	RESTRICTS	OK	OK	OK	OK



June 2002

4/5/02

To: Mr. Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 Spring Street  
Los Angeles, CA 90012

From: Terry Banks, President  
Hickey Bros. Land Co., Inc.

Re: Caltrans project at La Conchita/Mussel Shoals

Dear Mr. Kostnki,

Please be advised that Hickey Bros. Land Co., Inc. is the owner of property located within the community of Mussel Shoals. As of this date, we are not satisfied with the proposed alternative 2 as presented in the initial study/environmental assessment. We continue to believe that Caltrans has drawn erroneous conclusions regarding the potential impacts of this project, especially as it relates to the community of Mussel Shoals. As such, we believe that the negative declaration does not satisfy the legal requirements of CEQA and that an EIR should have been done. The adverse impacts of alternative 2 within the community of Mussel Shoals will be immense, most particularly in the areas of increased traffic and noise.

Mussel Shoals is a very small community with only 2 public roads. Alternative 2, as proposed, will significantly impact Mussel Shoals. To route the entire community of La Conchita, a neighborhood of more than 200 properties, through the heart of our very small community will forever change our community. We believe these impacts can not be mitigated due to the location and restricted size of our area. It seems that Mussel Shoals is being required to contribute far more than its fair share to solve this problem.

In addition, we believe that a sound barrier will be necessary in order to mitigate freeway traffic noise. Noise levels for the community of Mussel Shoals can not and should not be taken from the ground level. Size restrictions of all the parcels of this area force required parking to be provided for each home on the ground floor; therefore the living areas of nearly all homes within the community are on the second level. This is the height from which sound levels should be measured. A well-designed sound barrier will provide not only noise mitigations, but also increased protection from freeway traffic.

Hickey Bros. is aware that Caltrans has eliminated Alternatives 3 and 4 as outside the scope of the project. We believe, however, that although the freeway curve and the width of 101 are not within the scope of this current project, these are issues that will need to be addressed by Caltrans within the near future. Therefore, Hickey Bros. could support Alternative 1 with the stipulation that it be a relatively short-term solution. Alternative 2, as proposed is unacceptable to us, but with some modifications could perhaps become viable. We encourage you to continue to work with our community in order to achieve a practical solution.

Sincerely,

Terry Banks, President  
Hickey Bros. Land Co., Inc.

I-30

**B6 Response to Terry Banks, President  
Hickey Bros. Land Co.  
April 5, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Please refer to response 1.
- 3) Alternative 1 involves improvements that would not directly impact adjacent residences in Mussel Shoals and therefore, would not contribute to noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls. Please refer to Section 3.14 *Existing Noise Levels* of this Initial Study/Environmental Assessment.
- 4) The nonstandard curve radius will be corrected in the future as a separate project. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission. Caltrans will continue to coordinate with the residents of Mussel Shoals and La Conchita.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

June 2002

OCEAN VIEW ROAD ASSOCIATION, INC.  
7395 Ocean View Road  
Ventura, CA 93001

March 26, 2002

Ronald Kosinski  
Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 S. Spring St  
Los Angeles, CA 90012

SUBJECT: LA CONCHITA / MUSSEL SHOALS ACCESS IMPROVEMENT PROJECT

Dear Mr. Kosinski,

The Ocean View Road Association operates Ocean View Road, which is a private road extending from La Conchita to the top of Rincon Mountain. There are 26 properties belonging to OVRA totalling a little over 300 acres.

The Board of Directors of the Ocean View Road Association has reviewed the February 20, 2002 Access Improvement Project document and the September / October 2000 Preliminary Alternatives document and would like to offer the following comments:

1. The OVRA Board supports all projects which improve safety and access to and from the communities of La Conchita and Mussel Shoals. The existing median cross-overs are extremely dangerous and should be eliminated as soon as possible. The on- and off-ramps at both La Conchita and Mussel Shoals are also dangerous and should be improved as soon as possible.
2. Regarding a comparison of alternatives 1 and 2 in the February 20002 report, option 2 is preferable since it provides better access to La Conchita. Extension of the frontage road from La Conchita to Sea Cliff is a good idea.
3. In the September / October 2000 Preliminary Alternatives document were also mentioned alternatives 3 and 4. Alternative 4, relocating both the railroad tracks and the freeway inland away from Mussel Shoals, with an interchange there, and widening to six lanes, was presented as the ultimate improvement for the area. Serious consideration should be given to resurrecting this alternative, since it may provide the best long term project in terms of safety, access, and accommodation of future growth. If this is in fact Caltrans' ultimate plan for the area, Caltrans should begin with this end in mind.

Thank you for the opportunity to comment.

Sincerely,

  
Phil White, President

B1 Response to Phil White, President  
Ocean View Road Association, Inc.  
March 26, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Alternative 1 proposes to close the medians at Mussel Shoals, La Conchita and Tank Farm and improve the on- and off-ramps at Mussel Shoals. The on- and off-ramps currently meets Caltrans Highway Design Standards for acceleration and deceleration lengths.
- 2) Extension of the frontage road from La Conchita to Sea Cliff was proposed as a part of Alternative 3. This alternative was rejected due to significant environmental impacts associated with the proposed extended frontage road, costs and schedule delays and because this alternative exceeds the purpose and need of the project.
- 3) Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

June 2002

► Rodrick Lee  
03/29/2002 04:03 PM  
.....  
To: "Gary-HRStrategy" <hrstrategy@earthlink.net>  
cc: cameron.benson@asm.ca.gov, Mumble Fredson-Cole/D07/Caltrans/CAGov@DOT, Carlos Montez/D07/Caltrans/CAGov@DOT, Manuel Ramirez/D06/Caltrans/CAGov@DOT  
Subject: Ventura, US 101 (07-196400) Re: Follow-up

Gary,  
Thank you for your comments and a contact for Rincon One Island. This should definitely help us in identifying and resolving issues related to the project. We will be responding back to you and the community in the near future. If you have other questions or comments, please don't hesitate to contact me.

"Gary-HRStrategy" <hrstrategy@earthlink.net>

"Gary-HRStrategy" To: <rodrick\_lee@dot.ca.gov>  
<hrstrategy@earthlink.net> cc: <Cameron.benson@asm.ca.gov>  
Subject: Follow-up  
03/27/02 07:41 AM

Rodrick,

Interesting evening. Most, if not all, the Mussel Shoals community is against alternative 2 as it stands. This would be the death blow to the Cliff House and a major negative impact to the small community, though I do believe that there is room to discuss a hybrid. We hope those that are least impacted do not weigh in more than those that are directly impacted. La Conchita has no reason to drive through Mussel Shoals. They will be getting a very nice beach pedestrian access tunnel/ramp. Very few communities have taxpayer dollars spent on such a luxury item these days, we do appreciate it.

Please keep me informed as the comments arrive and Caltrans begins it's final decision discussions.

Here is the contact information for Rincon One Island. Bill is the Island Foreman. At this time the oil operation is in negotiations to be sold and I am not sure of Bill's involvement.

Bill Yates  
5750 w. Pacific Coast Hwy  
Ventura, Ca 93001  
Bus: (805) 643-2551

Mobile: (805) 207-9787  
Bus Fax: (805) 643-2412

Cheers,  
Gary Garcia  
Mussel Shoals Homeowner/President Breakers Way Property Owners Association

**B2 Response to Gary Garcia, Homeowner/President  
Breakers Way Property Owners Association  
March 27, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Caltrans will continue to coordinate with the residents of Mussel Shoals and La Conchita.
- 3) Comment noted. No response necessary.

1

2

3

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

June 2002

**DECKERS**  
outdoor corporation

495-A S. Fairview Ave.  
Galeto, CA 93117

805.967.7611  
Fax 967.9722

March 29, 2002

Mr. Ronald Kosinski, Deputy District Director *RK*  
Caltrans District 7  
Division of Environmental Planning, VEN - 101  
120 S. Spring Street  
Los Angeles, CA 90012

Dear Mr. Kosinski:

Re: La Conchita/Mussel Shoals U.S. 101 Access Improvement Project

I appreciate you listening to the property owners who are affected by this project. I own two properties and live in Mussel Shoals with my wife and 3 children (ages 2-12). I am also an employer of 132 people (one of whom had a spouse lose his life in an accident at Mussel Shoals) in Ventura and Santa Barbara. Here are my comments and suggestions:

1. I am very disappointed that Alternatives 3 and 4 are no longer considered, as they are the only true long-term answers to the safety and access issues facing this corridor of Highway 101.
2. I support the pedestrian tunnel in La Conchita and I support replacing current vehicular access to Highway 101 with a tunnel or under/overpass.
3. I support maintaining the existing and ongoing convenience of not having to go south to Seacliff to go north on a congested Highway 101 and not having to go north to Bates to go south on 101.
4. However, I do not support redirecting all La Conchita traffic, a community of some 230 properties (including a gas station and store) through the smaller residential community of Mussel Shoals, with its limited space and only 2 public roads. The negative impact of the increased traffic and its resulting congestion, crime, noise, and air pollution is born entirely by our tiny community.
5. I understand La Conchita residents support Alternative 2 (I would too if I benefited from the improvements without bearing any of the negative impact). I also understand you are willing to work with the community here to mitigate the negative impact to Mussel Shoals and I commend you for this. With this understanding I support Alternative 2 over Alternative 1 and offer these points for consideration:
  - a. Provide quick response access for emergency vehicles;
  - b. Provide large truck access to Rincon Island;

TIME

Simple.

UGG

**B3 Response to Douglas B. Otto, Chairman and CEO  
Deckers Outdoor Corporation  
March 29, 2002**

- 1) Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected.
- 2) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. It also has less impact on the community. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 3) Closing the median openings would eliminate conflicting turning movements within this segment of expressway. In eliminating these points of conflict, accidents caused by vehicles crossing the intersection would be reduced.
- 4) Please see response 2.
- 5) Please see response 2.
- 6) Emergency median openings would provide access for emergency and law enforcement vehicles only. Details of these emergency openings will be addressed and designed during final design.
- 7) Please see response 2.
- 8) Alternative 1 involves improvements that would not directly impact adjacent residences and therefore, would not contribute to noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls. Please refer to Section 3.14 *Existing Noise Environment* of this Initial Study/Environmental Assessment.
- 9) Your suggestion to improve and strengthen railings at Mussel Shoals is acknowledged. However, since the on- and off-ramps will be lengthened at Mussel Shoals, the deceleration and acceleration distances will be improved. Consequently, vehicles

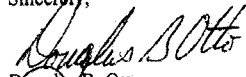
Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

1-19

- c. Provide a sound barrier for all of Mussel Shoals to mitigate the increased freeway and off ramp noise;
- d. Improve and strengthen railings to protect Mussel Shoals from increased traffic and therefore increased possibility of runaway trucks or cars;
- e. Lengthen the off ramp in La Conchita to account for increased traffic waiting at the rail crossing;
- f. Improve old PCH and Ocean Ave. to help mitigate increased traffic congestion and crime by providing better paving, lighting, landscaping trash receptacles and undergrounding utilities;
- g. Increase maintenance budget and schedule as well as Sheriff's patrol for Mussel Shoals to help mitigate increased traffic and potential for crime;
- h. Construct the tunnel in such a manner that will accommodate long-term improvements and with the understanding that when Highway 101 is eventually widened to 3 lanes:
  - 1. the substandard curve of Highway 101 will be corrected,
  - 2. utilities will be brought into Mussel Shoals underground instead of through the current overhead wires across the highway,
  - 3. and most importantly, that the frontage road will be extended to connect with the Seacliff exit; and,
- i. The medians stay open until construction is complete.

Again, I appreciate your willingness to help mitigate the negative impact to Mussel Shoals and the opportunity to offer my input. Please call me if you have any questions. My daytime phone number is (805) 967-7611 ext. 541 and my email address is [dotto@deckers.com](mailto:dotto@deckers.com)

Sincerely,



Douglas B. Otto  
Chairman and CEO

cc: Senator O'Connell  
Assembly Member Jackson  
Supervisor Steve Bennett

### B3 Response to Douglas B. Otto, Chairman and CEO (Cont'd) Deckers Outdoor Corporation

- will have more time to slow down, thus decreasing the vulnerability of Mussel Shoals from the possibility of runaway trucks or cars. The existing metal beam guard railing will remain. At this time, there is no plan to install an additional barrier at this location.
- 10) The off-ramp at La Conchita currently meets Caltrans Highway Design Standards for deceleration lengths.
  - 11) Please see response 2.
  - 12) The County of Ventura maintains the budget to include sheriff patrol of Mussel Shoals. It is not Caltrans' responsibility.
  - 13) The proposed improvements are designed to be compatible with a six-lane facility. This does not imply that a six-lane facility is equivalent to freeway standards, which would require significant changes to the curve and likely require replacing the six-lane highway. The nonstandard curve radius will be addressed in the future in a separate project.
  - 14) Please see response 2.
  - 15) Extension of the frontage road from La Conchita to Sea Cliff was proposed as a part of Alternative 3. This alternative has been rejected due to significant environmental impacts associated with the proposed extended frontage road, costs and schedule delays and because this alternative exceeds the purpose and need of the project. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission.
  - 16) During all stages of construction and through completion of the project, the median openings may be modified to accommodate temporary detours.

June 2002

Gary Garcia  
President, Breakers Way Property  
Owners Association  
6758 Breakers Way  
Ventura, CA 93001

April 3, 2002

Mr. Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 S. Spring Street  
Los Angeles, CA 90012

Dear Mr. Kosinski:

Re: La Conchita/Mussel Shoals U.S. 101 Access Improvement Project

Over the past 3 years the Community Task force and Caltrans personnel have worked toward the development of viable solutions to the safety hazard presented by the substandard unit on and off access lanes into Mussel Shoals. Additionally, we have been looking for a safe solution to having to cross over into Mussel Shoals.

In discussions with members of the Breakers Way Property Owners Association we would like to first thank our district representatives, the Ventura County Transportation Commission, and Caltrans representatives for spearheading this project and finding the necessary funds to conduct the Initial Study/Environmental Assessment report.

As a property owner and spokesperson for the Association, we all have had various opinions on what the scope of the project should be but we are all in agreement in the following:

- 1) There should be a *long-term solution* to the vehicle congestion, noise and road pollution, and individual safety, and to finally remedy the, admittedly, substandard road conditions along the Mussel Shoals/La Conchita U.S. 101 highway.
- 2) That if the *"scope" of the project is to be limited* to the access improvement to Mussel Shoals and La Conchita, each community need to cooperate in discussions on how best to mitigate the negative impact of any proposed alternative(s). This means that the larger community should not be able to weigh heavier on the smaller

06/03/02

**B4 Response to Gary Garcia, Homeowner/President  
Breakers Way Property Owners Association  
April 3, 2002**

- 1) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach and your suggestions to improve this segment is beyond the original scope of this safety project. Unfortunately, there is no community or agency consensus on longer term solutions.
- 2) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project and has the least impact on the community. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Caltrans will continue to coordinate with the residents of Mussel Shoals and La Conchita.
- 3) Alternative 1 involves improvements that would not directly impact adjacent residences and therefore, would not increase noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls. Please refer to Section 3.14 *Existing Noise Environment* of this Initial Study/Environmental Assessment. The Noise Study addressed all alternatives that were presented and concluded that Alternative 1 and 2 were not qualified for soundwalls. However, future improvements proposed in Alternative 4 were considered and studied in further detail. Due to the proposed relocation of U.S. 101 away from Mussel Shoals, the community of Mussel Shoals will be less impacted by freeway noise in the future.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

1-21



community, that will be more heavily impacted by the proposed project, (e.g., 35% of the homes directly impacted due to the vehicle traffic increase and road modifications and 100% of the properties in Mussel Shoals as a result of home de-valuation will be negatively impacted by Alternative 2 as proposed. This will be through an actual increase in traffic congestion, noise and air pollution in addition to the negative economic consequence to both property values and to commercial business.)

- 3) Contrary to the "Initial Study/Environmental Assessment" that concludes there will be a reduction in noise levels below the federal "Noise Abatement Criteria (NAC) of 67dBA, the reality is that for Mussel Shoals (currently at 67dBA) it will be the contrary. Sound levels may remain at the federal threshold but will more likely increase in relation to the increase in traffic volume and speed. The report based this conclusion on Alternative 4 being constructed.
- 4) Caltrans needs to recognize that the "Initial Study/Environmental Assessment" has conclusions that are in conflict with the actual Alternatives left for consideration. The study assumed that Alternative 3 & 4 were still viable solutions. In the "Environmental Evaluation" section (Pages 41—75) factors were determined to have no significant impact that, in fact, may in deed have negative consequences for the Mussel Shoals community, e.g., aesthetics will be impacted with the increase in vehicles, more congestion, and maintaining the current natural landscaping, meaning the brush, weeds, and trash; cultural resources will be impacted by disrupting the tranquility of this public haven for surfers and beach visitors alike, to name a few.

The Association would encourage Caltrans, VCTC, our governmental representatives, and each community representative to work cooperatively toward a *modification of Alternative 2*. This could include something in the order of:

- a) *Only a tunnel with no on/off ramps into Mussel Shoals.* The Mussel Shoals community is generally receptive to accepting the inconvenience of having some additional travel time to go south. It is preferred that we not have to get into the northbound traffic at Seacliff due to increased congestion. This would help preserve a wonderful community business asset as the Cliff House has become for the both communities.
- b) *A tunnel with ONLY a southbound off-ramp into Mussel Shoals.* This would balance and mitigate the increase traffic being forecast. Each community would have some inconvenience but Mussel Shoals would not become the access point for everyone in both communities. The forecast of the increased traffic into a small community with only two small public roads is unsafe and unhealthy.

06/03/02

#### B4 Response to Gary Garcia, Homeowner/President (Cont'd) Breakers Way Property Owners Association

- 4) Alternative 3 and 4 were presented as *Alternatives No Longer Under Consideration* in this Initial Study/Environmental Assessment (please refer to Section 2.5 *Alternatives No Longer Under Consideration*). Reference to Alternative 3 and 4 in the Environmental Evaluation (see Section 4) has been revised.
- 5) Please refer to response 2.
- 6) Please refer to response 2.

All the community written comments from individuals and representatives acknowledge that we should not miss this seminal opportunity to make a positive change for safety on our communities. We strongly support continued work toward an "Alternative" that would not require a postponement of the project nor negatively impact the Mussel Shoals community. Doing nothing is less desirous than Alternative 1 or 2.

Thank you for providing us the opportunity to offer our opinion and suggestions as an association of homeowners representing over 50% of the properties in Mussel Shoals.

Sincerely,



Gary Garcia  
Homeowner/President, Breakers Way Property Owners Association

Cc: State Senator, 18<sup>th</sup> District, Jack O'Connell  
State Assemblymember, 35<sup>th</sup> District, Hannah-Beth Jackson  
Ventura County Supervisor 1<sup>st</sup> District, Steve Bennett  
Members, Breakers Way Property Owners Association

06/03/02

#### PROPERTY OWNERS REPRESENTED THROUGH THE ASSOCIATION

Joe & Ginny Crotty	6694 Breakers Way	Ventura, CA 93001
Dennis & Daphne Turner	6702 Breakers Way	Ventura, CA 93001
Dave & Sharon Barker	6707 Breakers Way	Ventura, CA 93001
John & Cindy Van Wingerden	6708 Breakers Way	Ventura, CA 93001
Rick Otto	6714 Breakers Way	Ventura, CA 93001
Dusty & Janice Farber	6711 Breakers Way	Ventura, CA 93001
Dr. Madras & Irene Padmanabhan	6719 Breakers Way	Ventura, CA 93001
Cindy Burditt	6724 Breakers Way	Ventura, CA 93001
Robert & Dianne Morrison	6726 Breakers Way	Ventura, CA 93001
Ted & Patricia Kimbrough	6728 Breakers Way	Ventura, CA 93001
Paul & Maribel Jarcho	6733 Breakers Way	Ventura, CA 93001
Dr. Ray Rieman	6734 Breakers Way	Ventura, CA 93001
Geoffrey Wallace & Tamara Scott	6741 Breakers Way	Ventura, CA 93001
Doug & Rita Otto	6752 Breakers Way	Ventura, CA 93001
Sam & Norma Makharian	6748 Breakers Way	Ventura, CA 93001
Gary & Barbara Garcia	6758 Breakers Way	Ventura, CA 93001
Ed Makharian	6762 Breakers Way	Ventura, CA 93001
Ed & Gloria Kelly	6766 Breakers Way	Ventura, CA 93001
Pat Duggan	6768 Breakers Way	Ventura, CA 93001
Pat & Dick Bennett	6772 Breakers Way	Ventura, CA 93001
Bob & Maria Ferro	6774 Breakers Way	Ventura, CA 93001
Pat & Buz Benner	6776 Breakers Way	Ventura, CA 93001

06/03/02

# The Cliff House Inn

Rincon Hotels, Inc.

6602 W. Pacific Coast Hwy. ♦ Mussel Shoals, CA 93001 ♦ (805) 652-1381 ♦ Fax (805) 652-1201

Friday, April 05, 2002

Robert J. Kosinski, Deputy District Director, CalTrans

Dear Mr. Kosinski,

I sincerely appreciate the time and consideration that has gone into the efforts for improving Mussel Shoals and La Conchita corridor of 101. None of my comments and opinions should take away from this appreciation and respect for the many knowledgeable and professional engineers on your staff.

**CLIFF HOUSE POSITION:** It is our view that the only appropriate and best solution for this stretch of highway is a full interchange or Option Three. We cannot fully embrace any other alternative as each brings with it its own set of inherent problems and negative impacts. We realize the issues about funding are the primary obstacle for considerations. The key question is whether it is wise to proceed with changes that do not fully solve the problems and create worse problems or to wait for funding to do this properly.

In our commitment to safety, we are willing to support some variations of Option Two as noted below.

**OVERWHELMING CONSENSUS:** I am attaching survey forms and I am aware that virtually 100% of all Mussel Shoals residents are opposed to Option Two in its present form. We are also opposed to Option One in any form. This is in fact OUR COMMUNITY and we have a right to decide on such a change that will so severely impact quality of life and property values.

Most of us invested and settled in Mussel Shoals because of certain *inherent qualities* of this community: the size, the sense of tranquility, and the unique beauty among many other reasons. A vacant lot here recently sold for close to one million dollars. The concept of channeling all south bound 101 traffic from La Conchita would result in the following impacts to Mussel Shoals that were NOT addressed in your "Initial Study/Environmental Assessment:"

- Bring congestion, traffic, and noise to two of Mussel Shoals main roadways.
- Directly impact the quality of life for 6 duplexes and 7 homes and two commercial businesses, as opposed to two homes impacted in La Conchita.
- Impact property values since Mussel Shoals will no longer be as nice and quiet as it was. One appraiser I spoke with said that it could be as much as \$100000 to \$200000 per parcel loss.
- Represent a loss in business for The Cliff House Inn due to the above reasons as well as overall parking loss.
- Impact Coastal Access because Mussel Shoals is a very popular surfing spot and there is little parking.
- Option Two is not such a profoundly superior alternative for La Conchita as to justify all the negative impacts to Mussel Shoals. The time to drive ½ mile to Mussel Shoals (at 35mph) and negotiate two intersections may be equal to or greater than the time for a La Conchita resident to drive 65mph to Bates Road interchange (2 miles each way) and back.
- Does not address or solve a major safety problem in this corridor: the exposure of Mussel Shoals and especially The Cliff House and homes to the highway. The Cliff House will continue to be vulnerable to any out of control car or truck possibly resulting in loss of life and property.
- Will present its own set of problems with crossing the railroad.
- Property values in Mussel Shoals may well be 5 or 6 times those of La Conchita. This is far too great of a burden on Mussel Shoals property owners to bear.

**B5 Response to Sanford Porter, Owner/Manager  
The Cliff House Inn / Rincon Hotels, Inc.  
April 5, 2002**

- 1) Extension of the frontage road from La Conchita to Sea Cliff is part of Alternative 3 and a full interchange at Mussel Shoals is part of Alternative 4. These alternatives have been rejected due to the significant environmental impacts. Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission.
- 2) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 3) Please refer to response 2.
- 4) The California Environmental Quality Act (CEQA) Guidelines Section 15145 prohibits agencies from engaging in review of impacts that are purely speculative. The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach. Caltrans believes that the quality of life will be improved as a result of this project.
- 5) Property values can be influenced by many external variables and cannot be attributed solely to the proposed project. Such variables as economic trends, public policies, local planning decisions, community image, land availability and institutional financing practices complicate any definitive analysis of a freeway's potential impacts.

- Loss of setbacks for homes and the highway. The new ramps would effectively bring 101 closer to homes and The Cliff House (because ramps are part of 101) and would severely take away natural vegetation in Mussel Shoals.
- Oil island trucks ingress/egress were never addressed, nor was the Oil Island pipeline that runs down Ocean Ave and under the freeway ever even mentioned. This Environmental Study is incomplete and biased towards Option Two.

**HYBRIDS OF OPTION TWO:** A great majority of Mussel Shoals property owners and residents (including the Cliff House) are supportive of a modification of Option Two:

■ **OPTION TWO WITH NO ON OR OFF-RAMPS AT ALL IN MUSSEL SHOALS.** The tunnel provides safe passage without crossing the freeway. The fatalities occurred at Mussel Shoals and not La Conchita. Fixing Mussel Shoals (and to a lesser extent La Conchita) was always our primary objective. When weighing "convenience" against the impacts of the traffic and noise from Option 2, most of Mussel Shoals view eliminating the latter to be the higher priority. This option will save CalTrans millions of dollars. La Conchita will still get their pedestrian tunnel as well as car and bicycle access to the beach through Mussel Shoals. La Conchita is closer to the Bates Road interchange than Mussel Shoals and their inconvenience is inconsequential. The oil island can be serviced by smaller trucks and/or barge services (like other offshore oil production facilities). Mussel Shoals also needs a wall to protect us against out of control cars and sound levels that exceed federal standards.

■ **OPTION TWO WITH ONE OFF-RAMP ONLY (NO ON-RAMP):** This is a form of compromise for La Conchita. It would mitigate 50% of the negative impacts to Mussel Shoals. This is a proposal that I believe most in Mussel Shoals would support. The protection wall should still be constructed leaving only the opening for this ramp. The ramp should be designed so as not to be so invasive to Mussel Shoals. By eliminating center median access, CalTrans engineers can use the space of the existing northbound center ramp for the new off-ramp. Utilizing Mussel Shoals space is not the only solution. The design of this ramp needs to be further studied.

**OPTION ONE:** It was obvious that one thing is for certain: Option 1 should be removed from consideration and has zero support from residents of both communities. I have attached a separate page that offers my arguments against Option 1 (see attached).

**MORE ABOUT THE CURVE AND OPENING AT MUSSEL SHOALS:** The curve at Mussel Shoals, according to CalTrans, is below CalTrans standards. When one brings together the average speeds of 75+mph, a long sharp curve, pitch-blackness at night on a lonely highway, and private residences 15 feet away, disaster awaits. Actually the evidence of a serious problem is already here now: Since the highway task force has started (2-3 years) there have been a number of accidents that directly encroached and impacted Mussel Shoals:

- Gas truck overturned in front of the Cliff House resulting in a 4 am evacuation (third gas truck accident in this corridor in the last decade).
- Vehicle flew off the freeway and landed on the beach below Mussel Shoals causing a fatality and fire.
- Truck drove through guardrail at the curve narrowly missing a home in Mussel Shoals.
- A car went through "the gap" in Mussel Shoals slamming into cars and the building and gas main. Cliff House was evacuated at 3 am. (Sept. 2001)
- A car drove through the guardrail in front of the Cliff House and exploded on top of four cars at the Cliff House. Near fatality and multiple injuries. (2:30 am Jan 2002).

**STATISTICAL TREND:** There is an obvious statistical trend that proves an increase in occurrences that should not be ignored. Mussel Shoals is vulnerable, especially the Cliff House and if the freeway will not be straightened and improved, then we need a wall, in addition to the guardrail. We also must eliminate any opening. One cannot have a hotel or residences next to such a curve on a fast dark highway with no railing or protection at all!!!! This is a very serious issue that must be corrected.

## B5 Response to Sanford Porter, Owner/Manager (Cont'd) The Cliff House Inn / Rincon Hotels, Inc.

- 6) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Your concerns regarding the impacts associated with Alternative 2 are no longer applicable. Approximately 15 parking spaces adjacent to the highway will be temporarily used as a temporary construction easement. However, these parking spaces are all within state property. Caltrans will work with The Cliff House Inn/Rincon Hotels, Inc. during final design to minimize the temporary parking impacts associated with the construction of the retaining wall for the lengthening of the on-ramp at Mussel Shoals.
- 7) Coastal Access will be enhanced as a result of the increased beach area this project proposes to provide. There will only be temporary parking impacts during the construction of the retaining wall for the on-ramp at Mussel Shoals.
- 8) Please see response 2.
- 9) The on- and off-ramps will be lengthened at Mussel Shoals to improve the deceleration and acceleration distances. Consequently, vehicles will have more time to slow down, thus decreasing the vulnerability of The Cliff House and homes that are adjacent to the expressway from cars and trucks. The existing metal beam guard railing will remain. At this time there is no plan to install an additional barrier at this location. Installation of safety lighting has been initiated for Mussel Shoals and La Conchita.
- 10) Please see response 2. Caltrans will coordinate with the Union Pacific Railroad Company for the construction issues associated with the pedestrian undercrossing over railway tracks.

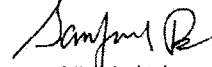
June 2002

**SUMMARY:** I respectfully urge you to not decide in favor of Option One or Two, but to fine tune Option Two to be more reasonable. I am attaching a spreadsheet analysis that first states all of the key problems and issues and then illustrates how each option abates the problems. Surprisingly, the time factors for both communities to get access to the highway are so similar as to make this issue inconsequential. The priorities for this project should be: Vehicles crossing, Mussel Shoals vulnerability, environmental considerations, losses for commercial enterprises, property values, coastal access and aesthetic considerations. Option One and Two are fraught with incidentals that produce more negative impacts than help. The hybrids of Option Two get closer to abating the problems down the line and, of course, Options Three and Four solve all the problems.

Thanks so much for listening to me and including me in planning.

Most Sincerely Yours,

Sanford Porter, Owner/Manager



Respectfully submitted,  
Sanford Porter

18

**B5 Response to Sanford Porter, Owner/Manager (Cont'd)  
The Cliff House Inn / Rincon Hotels, Inc.**

- 11) Comment noted. Please refer to response 5.
- 12) Prior to construction, any permanent easements will be compensated for. It is Caltrans' policy to provide standard highway planting on new highways where adjacent properties have been developed at the time the roadway construction contract is accepted. All temporary impacts to native plant communities will be re-vegetated. A re-vegetation plan from Caltrans' Landscape Section will be a part of Special Provisions to the construction contract.
- 13) Please refer to response 2. Therefore, there will be no impacts to the oil island trucks and the oil island pipeline beneath Ocean Avenue and the expressway.
- 14) Please refer to response 2.
- 15) Please refer to response 2.
- 16) Please refer to response 2.
- 17) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach and your suggestion to improve this segment is beyond the original scope of this safety project. The nonstandard curve radius will be addressed in the future in a separate project. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission. Also, please refer to response 9.
- 18) Please refer to response 2.
- 19) Emergency median openings would provide access for emergency vehicles only. Details of these emergency openings will be addressed and designed during final design.
- 20) Please refer to response 7.
- 21) Please refer to response 17.
- 22) Please refer to response 6.
- 23) Please refer to response 2.

*Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project*

**ARGUMENTS AGAINST OPTION ONE:**

ALTERNATIVE ONE, should be completely omitted from consideration because the negatives are so severe and greatly burden both communities as to render it acceptable. Many of these impacts are also part of OPTION TWO and cannot be abated:

- 1.) Isolates the residents of both communities in a lonely stretch of highway that is prone to landslides and other disasters. 101 has been closed down on many occasions in the last decade: two toxic waste accidents, two gas truck accidents and many landslides. The idea of having all access to and from Mussel Shoals be via the south bound 101 is scary and poor planning.
- 2.) Emergency vehicles would either have to drive an extra 6 mile round trip to Bates or remove a section of guardrail in order to save a life or put out a fire in Mussel Shoals. When the inevitable 3 lanes in both directions comes, it is unrealistic to imagine a fire engine crossing three lanes of traffic. Private ambulance companies will not necessarily know how to enter Mussel Shoals this way.
- 3.) The Coastal Commission would object to OPTION ONE because it greatly restricts coastal access and parking.
- 4.) We have no protection from out of control cars, fuel and toxic chemical spills and other inevitable tragedy's that are bound to increase on the highway curve that is substandard to Caltrans specs.
- 5.) The Cliff House and the Ferrari's residence would still be exposed to 3 lanes of traffic with an average speed of 75 miles per hour so long as there is a gap for the on and off ramps. It is not just the gap, but the gap at the epicenter of a below standard radius curve. We perceive the many recent accidents as an unfortunate trend that supports the conclusion that this opening is dangerous. Had the car that recently hit the Cliff House been a gasoline truck, or really any kind of semi, there could conceivably be as many as 50 fatalities and the complete destruction of the Cliff House Inn.
- 6.) The so-called improvements to the on and off ramps in Mussel Shoals are too intrusive to free space that has always been part of the Mussel Shoals community. The design of these ramps would severely encroach into our community affecting open space, setbacks and parking availability. The southbound on-ramp also is designed in a way that reduces available parking for the Cliff House. The results of this could push the Cliff House across the line of profitability and effectively put us out of business. Your environmental document failed to recognize this as it states there would be no adverse affects to business or employment.

You are effectively moving the freeway closer to Mussel Shoals and making our community part of 101!! As the freeway widens and volume increases at 2.5% per year, Mussel Shoals will be experiencing more and more noise, accidents, tragedies and we will have no opportunity for improvement because we "settled" on the quick and dirty option. We want an interchange (a Porsche), and the next best thing is the tunnel, (a Cadillac with a Northstar engine), but I hope you all recognize that OPTION 1 is a Ford Pinto.....with no engine and flat tires!!!

19

20

21

22

23

	OPTION 1	OPTION 2 (CalTrans Plan)	OPTION 2 NO RAMPS & WALL	OPTION 2 OFF-RAMP only w/WALL	OPTION 3 SEACLIFF	OPTION 4 INTERCHANGE
<b>KEY ISSUES</b>						
EXPENSE	Cheap & Dirty	28000000	Saves Millions	Saves Millions		58000000
TIME FOR COMPLETION	2 years	5 years	4 years	4 years?	10 years	10 years
DANGER OF CROSSING FREEWAY	ABATED	ABATED	ABATED	ABATED	ABATED	ABATED
DANGEROUS GAP	NOT FIXED!	NOT FIXED!	GOOD	GOOD	GOOD	GOOD
EMERGENCY VEHICLES	UNACCEPTABLE	GOOD	GOOD	GOOD	BETTER	BEST
RAMP ENCROACHING	SEVERE	SEVERE	NONE, GOOD!	SOME	NONE	BEST
ISOLATES RESIDENTS	SEVERE!!	GOOD	OK	OK	BETTER	BEST
COASTAL PARKING	RESTRICTS	RESTRICTS	GOOD	NOT AS GOOD, BUT OK	GOOD	BEST
COASTAL ACCESS,	RESTRICTS	GOOD	OK	GOOD	BETTER	BEST
(OIL ISLAND) TRUCK ACCESS	OK	OK	RESTRICTS	OK	OK	OK
MUSSEL SHOALS 101 N EGRESS TIME DELAY	4-5 min	3-4 min	3-4 min	3-4 min	3-4 min	1-2 min
MUSSEL SHOALS 101 S EGRESS TIME DELAY	1 min	1 min	4-5 min	4-5 min	2-3 min	1-2 min
MUSSEL SHOALS 101 N INGRESS TIME DELAY	3-4 min	3-4 min	3-4 min	3-4 min	3-4 min	1-2 min
MUSSEL SHOALS 101 S INGRESS TIME DELAY	1 min	1 min	4-5 min	3-4 min	3-4 min	1-2 min
LA CONCHITA 101 N EGRESS TIME DELAY	1 min	1 min	1 min	1 min	1 min	1 min
LA CONCHITA 101 S EGRESS TIME DELAY	4-5 min	3-4 min	4-5 min	4-5 min	3-4 min	1-2 min
LA CONCHITA 101 N INGRESS TIME DELAY	1 min	1 min	1 min	1 min	1 min	1 min
LA CONCHITA 101 S INGRESS TIME DELAY	6-7 min	3-4 min	6-7 min	3-4 min	3-4 min	3 min
TOTAL TIME RESTRICTIONS	21-25	16-20	26-32	22-28	19-25	10-15
CLIFF HOUSE PARKING	RESTRICTS	RESTRICTS	OK	OK	OK	OK

June 2002

4/5/02

To: Mr. Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 Spring Street  
Los Angeles, CA 90012

From: Terry Banks, President  
Hickey Bros. Land Co., Inc.

Re: Caltrans project at La Conchita/Mussel Shoals

Dear Mr. Kostnki,

Please be advised that Hickey Bros. Land Co., Inc. is the owner of property located within the community of Mussel Shoals. As of this date, we are not satisfied with the proposed alternative 2 as presented in the initial study/environmental assessment. We continue to believe that Caltrans has drawn erroneous conclusions regarding the potential impacts of this project, especially as it relates to the community of Mussel Shoals. As such, we believe that the negative declaration does not satisfy the legal requirements of CEQA and that an EIR should have been done. The adverse impacts of alternative 2 within the community of Mussel Shoals will be immense, most particularly in the areas of increased traffic and noise.

Mussel Shoals is a very small community with only 2 public roads. Alternative 2, as proposed, will significantly impact Mussel Shoals. To route the entire community of La Conchita, a neighborhood of more than 200 properties, through the heart of our very small community will forever change our community. We believe these impacts can not be mitigated due to the location and restricted size of our area. It seems that Mussel Shoals is being required to contribute far more than its fair share to solve this problem.

In addition, we believe that a sound barrier will be necessary in order to mitigate freeway traffic noise. Noise levels for the community of Mussel Shoals can not and should not be taken from the ground level. Size restrictions of all the parcels of this area force required parking to be provided for each home on the ground floor; therefore the living areas of nearly all homes within the community are on the second level. This is the height from which sound levels should be measured. A well-designed sound barrier will provide not only noise mitigations, but also increased protection from freeway traffic.

Hickey Bros. is aware that Caltrans has eliminated Alternatives 3 and 4 as outside the scope of the project. We believe, however, that although the freeway curve and the width of 101 are not within the scope of this current project, these are issues that will need to be addressed by Caltrans within the near future. Therefore, Hickey Bros. could support Alternative 1 with the stipulation that it be a relatively short-term solution. Alternative 2, as proposed is unacceptable to us, but with some modifications could perhaps become viable. We encourage you to continue to work with our community in order to achieve a practical solution.

Sincerely,

Terry Banks, President  
Hickey Bros. Land Co., Inc.

**B6 Response to Terry Banks, President  
Hickey Bros. Land Co.  
April 5, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Please refer to response 1.
- 3) Alternative 1 involves improvements that would not directly impact adjacent residences in Mussel Shoals and therefore, would not contribute to noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls. Please refer to Section 3.14 *Existing Noise Levels* of this Initial Study/Environmental Assessment.
- 4) The nonstandard curve radius will be corrected in the future as a separate project. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission. Caltrans will continue to coordinate with the residents of Mussel Shoals and La Conchita.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

I-30



Chris Provenzano-Chernof

6648 Old Pacific Coast Hwy.  
Mussel Shoals, CA 93001

March 20, 2002

Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 South Spring Street  
Los Angeles, CA 90012

Re: File 07-VEN-1-1  
Public Hearing 3/26/02

Dear Mr. Kosinski:

I am privileged to have this opportunity to comment on proposed improvements to Highway 101 in the Mussel Shoals and LaConchita area. Such changes could positively and negatively impact our scenic community and must be dealt with judiciously.

My first choice for modifications to the site is Alternative 4. Secondly, I think Alternative 1 would be an acceptable quick-fix solution by closing the median. However, my understanding is that Caltrans is leaning towards creating a tunnel at Ocean Avenue and directing southbound traffic from LaConchita through Mussel Shoals on to Highway 101 which, in my opinion, introduces a new dimension of danger to the community for several reasons.

Although Caltrans has provided an in-depth study and prepared an impressive INITIAL STUDY/ENVIRONMENTAL ASSESSMENT dated February 2002, they have failed to thoroughly address one main attraction at Mussel Shoals: the long-standing oil drilling business currently operating on Rincon Island and how daily business operations will be impacted by introducing a high volume of traffic on to Ocean Avenue and through Mussel Shoals. Alternatively, how will routine daily business procedures consisting of tankers moving at approximately 5 miles an hour because they're loaded with big drilling equipment or oil affect the traffic flowing southbound through Mussel Shoals on to Highway 101? This is a frightening visual of impatient motorists stuck behind big rigs, which increases the possibilities of reckless driving in an already dangerous area. Please note that last week there were five big rigs parked for several hours along Old PCH waiting their turn to drive out to the island.

Motorists frequently stop to ask about Rincon Island. Then they drive around the community, paying little attention to the road, dazzled by what goes on at the mysterious island and the peaceful beach community. The island is a curiosity attracting visitors and distracting them from keeping their mind on the road. This is no place for fast traffic preparing to enter 101 Highway southbound.

## C1 Response to Chris Provenzano-Chernof March 20, 2002

- 1) Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected. Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Alternative 1A will have no impact on the oil trucks accessibility to Rincon Island. However, since the median openings will be closed, trucks traveling northbound on U.S. 101 may use the Bates Road Interchange to U-turn in order to access Mussel Shoals and trucks going out of Mussel Shoals heading northbound on U.S. 101 may use the Seacliff Interchange to U-turn and head north. All current conditions concerning trucks will remain unchanged except for the additional distance that trucks will have to travel as a result of closing the median opening at Mussel Shoals.
- 3) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach and Alternative 4 is beyond the original scope of this safety project. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission.

Chris Provenzano-Chernof

6648 Old Pacific Coast Hwy.  
Mussel Shoals, CA 93001

March 20, 2002

Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 South Spring Street  
Los Angeles, CA 90012

Re: File 07-VEN-1-1  
Public Hearing 3/26/02

Dear Mr. Kosinski:

I am privileged to have this opportunity to comment on proposed improvements to Highway 101 in the Mussel Shoals and LaConchita area. Such changes could positively and negatively impact our scenic community and must be dealt with judiciously.

My first choice for modifications to the site is Alternative 4. Secondly, I think Alternative 1 would be an acceptable quick-fix solution by closing the median. However, my understanding is that Caltrans is leaning towards creating a tunnel at Ocean Avenue and directing southbound traffic from LaConchita through Mussel Shoals on to Highway 101 which, in my opinion, introduces a new dimension of danger to the community for several reasons.

Although Caltrans has provided an in-depth study and prepared an impressive INITIAL STUDY/ENVIRONMENTAL ASSESSMENT dated February 2002, they have failed to thoroughly address one main attraction at Mussel Shoals: the long-standing oil drilling business currently operating on Rincon Island and how daily business operations will be impacted by introducing a high volume of traffic on to Ocean Avenue and through Mussel Shoals. Alternatively, how will routine daily business procedures consisting of tankers moving at approximately 5 miles an hour because they're loaded with big drilling equipment or oil affect the traffic flowing southbound through Mussel Shoals on to Highway 101? This is a frightening visual of impatient motorists stuck behind big rigs, which increases the possibilities of reckless driving in an already dangerous area. Please note that last week there were five big rigs parked for several hours along Old PCH waiting their turn to drive out to the island.

Motorists frequently stop to ask about Rincon Island. Then they drive around the community, paying little attention to the road, dazzled by what goes on at the mysterious island and the peaceful beach community. The island is a curiosity attracting visitors and distracting them from keeping their mind on the road. This is no place for fast traffic preparing to enter 101 Highway southbound.

## C1 Response to Chris Provenzano-Chernof March 20, 2002

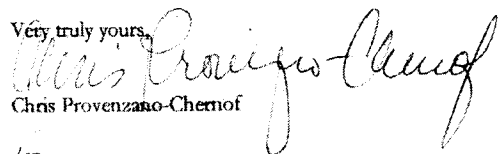
- 1) Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected. Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Alternative 1A will have no impact on the oil trucks accessibility to Rincon Island. However, since the median openings will be closed, trucks traveling northbound on U.S. 101 may use the Bates Road Interchange to U-turn in order to access Mussel Shoals and trucks going out of Mussel Shoals heading northbound on U.S. 101 may use the Seacliff Interchange to U-turn and head north. All current conditions concerning trucks will remain unchanged except for the additional distance that trucks will have to travel as a result of closing the median opening at Mussel Shoals.
- 3) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach and Alternative 4 is beyond the original scope of this safety project. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission.

3

Page 2  
R. Kosinski, Deputy Dist. Director  
Caltrans District 7  
Re: 07-VEN-101

It is with tremendous personal pride striving to preserve the natural beauty of our community that I submit my comments on the proposed alterations to Highway 101. Again, thank you for the opportunity to participate in the development of this project. Please help us to maintain the beauty of this glorious area. Project 4 may cost more, but in the long run that money is spent for the betterment of the people. Let's not let places like Mussel Shoals turn into just another set of speed bumps leading to the freeway.

Very truly yours,



Chris Provenzano-Chernof

/cp

June 2002

I-32

March 24, 2002

Mr. Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN 101  
120 South Spring Street  
Los Angeles, CA 90012

Re: Mussel Shoals/La Conchita Highway 101 Corridor Access Improvement Project

As residents of both communities of La Conchita and Mussel Shoals for the last 30 years we, Robert and Janet Brunner would like to address the above issue with the our opinions and suggestions.

We are against the pedestrian overpass between La Conchita and Mussel Shoals, the location and blocking of scenic views is not acceptable. We are for the pedestrian underpass located in La Conchita provided that jet skis, ATV's (all terrain vehicles) nor motorcycles would be unable to use the tunnel as access to the beach. We have continual problems with the jet ski free-for-all situation located at the "old oil piers". Especially during the summer months that area is over-run with the jet skiers, they even hold their jet ski contests there with 30 or more participants. On any given weekend that beach is unusable by bathers and fisherman due to the 15-30 jet skis in and out of the water. The area is not policed and basic safety rules are not observed. There are no guidelines or designated areas set up as to where a bather or fisherman can access the ocean without being bothered by the jet skiers riding too close to them. The jet skiers ride the waves in front of coastal homes at Mussel Shoals and come to close to surfers and the shore at high rates of speed. The noise, fumes and possible danger of these machines are not acceptable to the public who want to enjoy the peaceful, quiet coastline.

Currently the 4 lane expressway is dangerous between Seacliff and Rincon Point and needs to be upgraded to a 6 lane highway to attempt to accommodate current and future congestion and traffic delays. In the winter months when Highway 5/the Grapevine is closed due to wind, rain, ice or snow, 101 is greatly impacted by the increased truck traffic using it as an alternative route. In the next 20 years truck traffic will increase 90% and that increase will be evident on 101 also. The corridor from Rincon Point to Seacliff is so secluded any closure will isolate the communities for we have no other outlet, during these standstills California's economy is greatly impacted. The sub standard curve at Mussel Shoals needs to be straighten out to accommodate the average 75-80 mile per hour traffic. At the present all it takes is a broken down car on the side of the road or a CHP giving a ticket to seriously disrupt traffic flow and bring traffic to a halt. Intelligent on and off ramps are needed to address the communities of La Conchita and Mussel Shoals current dangerous intersections. Alt. 4 in our opinion is the only intelligent long term solution.

We also suggest that if indeed Alt. 1 or 2 will be constructed in the next 5 years or longer that the 3 open medians be closed for safety reasons. They are dangerous now and in the near future attempting to cross 101 with the excessive speeds and congestion will be impossible anyway.

It appears that we are only allowed to choose from Alt. 1 or 2, as residents of both communities we choose Alt. 1 for the short term. We are against joining both communities by direct access or connection as proposed in Alt. 2. We do not want an adjoining tunnel at Ocean Ave. in Mussel Shoals. We feel this plan will not benefit either community. The very increase of traffic flow through Mussel Shoals would impact our quiet little community in a very negative way.

C2 Response to Robert & Janet Brunner  
March 24, 2002

- 1) A pedestrian overpass is not being recommended. The Pedestrian Undercrossing (PUC) will be designed in accordance with the Americans with Disability Act (ADA) and will be accessible for all individuals (i.e., wheelchairs). As a result, ATV's (all terrain vehicles), jet skiers, motorcycles, bicycles, and skateboards may also be able to traverse through the PUC. Therefore, physical barriers such as poles at the entrances just narrow enough for wheelchairs and surfboards may prevent access for ATV's, jet skiers, motorcycles, etc. from accessing the PUC. Proper signage will be put into place stating something to the effect of, "No ATV's, motorcycles, bicycles or skateboards allowed. Violators will be subject to a fine of \$275.00." A maintenance agreement between Caltrans and Ventura County would determine responsibility for maintaining the posted sign. However, it should be noted that there are other locations where individuals may access the ocean and that they may end up at the beach near the PUC.
- 2) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach and your suggestion to improve this segment is beyond the original scope of this safety project. Future work on this segment of highway is dependent on the availability of regional funding. Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected.
- 3) Alternative 1A proposes to close the three medians at Mussel Shoals, La Conchita and Tank Farm.
- 4) Please refer to response 2.

We also oppose going up to La Conchita and waiting at the RR crossing to merge onto north 101. We do not want to be an extension to 101. By adding all south bound traffic from La Conchita through Mussel Shoals we will have increased pollution and traffic moving through our community.

Also in discussing going with Alt. 1 we would also request sound walls be provided to ease the traffic noise and make the community safer. The current entrance to Mussel Shoals coming off 101 south bound is very difficult for any trucks to navigate the turn going to the Torch Oil island. When crossing 101 (which is very scary to watch) the trucks are unable to make the tight turn in one try. Some are forced to back up and re-turn to make the curve again making it hazardous for anyone also trying to enter behind them going southbound. The guard rails along 101 when associated with the sub-standard curve at Mussel Shoals are inadequate. Numerous cars have not made the curve successfully and ended up crashing down into the Cliff House public parking destroying many cars, luckily to this point no one in the lot has been injured when these cars have left 101. We are also requesting 3 speed bumps installed on "Old PCH" street to help slow down motorists who do not slow down upon entering the community. With no sidewalks we need a safer street to walk on and slower traffic will help the problem. Currently Old PCH is 15 feet wide making it only a one lane street, we need the street widened to the normal 30 feet to allow traffic flow properly in both directions.

We would also wish to see attractive landscaping along 101 in our community to keep down weeds and help to discourage the current problems of: abandon cars, trash (bottles, cans, fast food wrappers, and baby diapers). Drivers think the area is a perfect place for them and their pets to urinate and defecate. Currently there are no bathroom facilities nor public trash pickup in the community. During the summer months we as a beach community are over whelmed by the increased trash and refuge left behind by visiting beach goers. And lastly underground utilities would improve scenic view.

In Summary we want to see:

- Alt. 1 for the short term
- Alt. 4 for the long term goal (Please this is the third time we have been through this same entire process with Caltrans in the time we have lived here (30 years)-we need something done and Caltrans needs to commit to doing this in the near future (5 years maximum). We have been put off on this issue too many times)
- Pedestrian underpass at La Conchita

We want to thank all of the agencies for the opportunity to respond to this very important issue.


Thank You



Robert and Janet Brunner  
6640 Old PCH  
Ventura, CA 93001


**C2 Response to Robert & Janet Brunner (Cont'd)**  
**March 24, 2002**

- 5) Alternative 1A involves improvements that would not directly impact adjacent residences and therefore, would not contribute to noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls (please refer to Section 3.14 *Existing Noise Environment*). The on- and off-ramps will be lengthened at Mussel Shoals to improve the deceleration and acceleration distances. Consequently, vehicles will have more time to slow down, thus decreasing the vulnerability to the Cliff House Inn and homes that are adjacent to the expressway. The existing metal beam guard railing will remain. At this time there is no plan to install an additional barrier at this location.
- 6) Further traffic calming measures can be introduced to control traffic in the area from the volume and speed perspective, such as *Speed Tables* and *Textured Pavements*. Speed tables are long raised speed bumps with a flat section in the middle and ramps at the ends; sometimes constructed with brick or other textured materials on the flat section. They are usually applied to local/collector roads and main roads through small communities. They work well in combination with textured pavement and can include a crosswalk.
- 7) It is Caltrans' policy to provide standard highway planting on new highways where adjacent properties have been developed at the time the roadway construction contract is accepted. All temporary impacts to native plant communities will be re-vegetated. A re-vegetation plan from Caltrans' Landscape Section will be a part of the Special Provisions of the construction contract.
- 8) Please refer to response 2.

QUESTION / COMMENT CARD		
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 120 S. SPRING STREET LOS ANGELES, CA 90012</small>		
NAME: <u>Norm Frank</u>	DATE: <u>3/26/02</u>	
ADDRESS: <u>4241 71st Carpin Jorio Ave</u>	CITY/ZIP: <u>La Conchita 93001</u>	
REPRESENTING: <u>La Conchita - Alternative 2</u>	PHONE: <u>805 643 9573</u>	
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered. <input type="checkbox"/> I would like to have the following statement filed for the record.    I am <input type="checkbox"/> opposed <input checked="" type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project <small>If you would like to speak or have your question answered, please hand the card to a Caltrans representative.</small>		
<u>In favor of Alternative 2 and undercrossing</u> <u>in middle of town.</u>		
<small>Graphic Services • Q3 Card 7/11/00</small>		

### C3 Response to Norm Frank March 26, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

QUESTION / COMMENT CARD		
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 120 S. SPRING STREET LOS ANGELES, CA 90012</small>		
NAME: <u>TED JENNINGS</u>	DATE: <u>3-26-02</u>	
ADDRESS: <u>6779 OJAI AVE</u>	CITY/ZIP: <u>VENTURA, 93001</u>	
REPRESENTING: _____	PHONE: <u>(805) 6484965</u>	
<input type="checkbox"/> I wish to speak <input type="checkbox"/> I would like to have the following question answered. <input checked="" type="checkbox"/> I would like to have the following statement filed for the record.    I am <input type="checkbox"/> opposed <input type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project If you would like to speak or have your question answered, please hand the card to a Caltrans representative.		
<u>I WANT THE P.U.C</u> <u>AND FRONTAGE RD. TO Mussel Shoals</u> <u>OR / NO BUILD</u>		
<small>Graphic Services • Q/C Card 7/11/00</small>		

#### C4      Response to Ted Jennings March 26, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

March 27, 2002

Mr. Ronald Kosinski  
Deputy District Director  
CALTRANS DISTRICT 7  
Division of Environmental Planning, VEN 101  
120 So Spring Street  
Los Angeles, CA 90012

**Re: Mussel Shoals/La Conchita Highway 101 Corridor Access Improvement Project**

Dear Mr. Kosinski:

Thank you Caltrans and all public officials for addressing the highway and safety issues of Highway 101 affecting our very special community. Having lived in the Santa Barbara and Mussel Shoals community since 1967, I am especially attuned to issues surrounding the safety concerns along this stretch of public highway.

I would like to share with you my thoughts on the "Initial Study/Environmental Assessment" provided by Caltrans recently:

- Alternative 1 or Alternative 2 – as I now understand, options #3 & 4 are no longer available at this time. Given that, I would prefer Alternative #2 with the ability to create some modifications that would provide the highest level of safety to all concerned, eliminate the congestion, reduce both noise and air pollution in the Mussel Shoals community.
- Noise Abatement Walls – create walls to reduce noise pollution. Walls should start at the beginning of the Mussel Shoals community (south from the Rincon) and again at the on ramp (in front of the Cliff House Inn). This would provide for the increased traffic that is projected between Ventura and Santa Barbara over the next 20 years. Also, a wall would reduce the "airborne particle" pollution coming from tires, debris and exhaust emissions that permeate our community.
- Ocean Ave Tunnel – this tunnel should be able to handle the daily traffic including the oil trucks from Rincon 1 (Torch Island). These trucks are huge and already have a hard time negotiating through the community safely. A sidewalk should also be provided for safe pedestrian traffic.
- Pedestrian Tunnel La Conchita – I support this proposal with the caveat that NO ACCESS for ATV (all terrain vehicles), jet skis or any vehicular traffic. There are no lifeguards provided at this beach. Currently jet skiers come up from the "old oil piers" and put swimmers and surfers at risk jumping and racing in the waves along La Conchita and Mussel Shoals. *More access would only create greater safety issues.*

## C5 Response to Dusty Farber March 27, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected.
- 2) Alternative 1A involves improvements that would not directly impact adjacent residences and therefore, would not contribute to noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls (please refer to Section 3.14 *Existing Noise Environment*).
- 3) Please refer to response 1.
- 4) The Pedestrian Undercrossing (PUC) will be designed in accordance with the Americans with Disability Act (ADA) and will be accessible for all individuals (i.e., wheelchairs). As a result, ATV's (all terrain vehicles), jet skiers, motorcycles, bicycles, and skateboards may also be able to traverse through the PUC. Physical barriers such as poles at the entrances just narrow enough for wheelchairs and surfboards may prevent access for ATV's, jet skiers, motorcycles, etc. from accessing the PUC. Proper signage will be put into place stating something to the effect of, "No ATV's, motorcycles, bicycles or skateboards allowed. Violators will be subject to a fine of \$275.00." A maintenance agreement between Caltrans and Ventura County would determine responsibility for maintaining the posted sign. However, it should be noted that there are other locations where individuals may access the ocean and that they may end up at the beach near the PUC.
- 5) Additional parking facilities will be discussed and finalized during final design.



Caltrans  
Page 2

- Parking – there has been no consideration in any Alternative to address the parking problems of Mussel Shoals or La Conchita. Street side parking is going to be lost along Old PCH and Ocean Ave. During the winter surf months and the summer vacation months the traffic levels increase. Where is the parking??
- Sub-Standard Highway Curve – by Caltrans own admission, the Mussel Shoals curve is not up to current Caltrans safety specifications. This should be corrected during this project.
- Closure of all three (3) medians – I support this 100%. The safety of all resident, commuters, bicyclist and drives along Highway 101 should be the most important part of this project.
- Landscaping – additional landscaping should be added along Highway 101 and in the Mussel Shoals community during this project. The residents along Old PCH and Ocean Ave. are going to be negatively impacted and additional landscaping will enhance the visual impact of the project.

All residents of Mussel Shoals are going to be negatively impacted by the additional traffic from La Conchita transitioning through the community. We want safety but not at any cost. Please consider modifications to Alternate 2 with the input of the Mussel Shoals community. We appreciate your moving in a positive direction and want to be an intrical part of the process.

Thank you for your consideration in this matter.

Sincerely,



Dusty Farber  
6711 Breakers Way  
Mussel Shoals, CA 93001

Cc: Gary Garcia – Breakers Way Property Owners Association

**C5 Response to Dusty Farber (Cont'd)**  
**March 27, 2002**

- 6) The nonstandard curve radius will be addressed in the future in a separate project. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission.
- 7) Alternative 1A proposes to close the three medians at Mussel Shoals, La Conchita and Tank Farm.
- 8) It is Caltrans' policy to provide standard highway planting on new highways where adjacent properties have been developed at the time the roadway construction contract is accepted. All temporary impacts to native plant communities will be re-vegetated.
- 9) Please refer to response 1. Caltrans will continue to coordinate with the residents of La Conchita and Mussel Shoals.



"Rains of Ojai" <wecare@rainsofojai.com> on 03/27/2002 04:55:33 PM

To: <liz\_suh@dot.ca.gov>  
cc: <ggarcia@cbiz.com>  
Subject: U.S. 101 Access Improvement Project

Thank you for your work in improving the currently dangerous traffic situation in the communities of La Conchita and Mussel Shoals. As a property owner in Mussel Shoals I urge you to work with our community representatives in developing a hybrid of Alternative 2.

I will be short and make just 2 points.

1. The impact of this plan on our ocean side properties seems much to great compared with that of the properties on the inland side of Hwy 101.
2. The need for a sound barrier to lessen the sound impact of the ever increasing (and speeding) traffic is imperative. In addition, this barrier would greatly help reduce the potential of a disastrous traffic accident on this well known "hazardous" curve in Hwy 101.

Thanks again for your work on this project, and thank you in advance for working with our community representative on developing a hybrid to Alternative 2.

Sincerely,

Jeff Rains  
102 E. Oak St.  
Ojai, CA 93023  
805-646-2712  
Fax 646-1442  
RAINS OF OJAI \* SINCE 1914\*

## C6 Response to Jeff Rains March 27, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Caltrans will continue to coordinate with the residents of La Conchita and Mussel Shoals.
- 2) The California Environmental Quality Act (CEQA) Guidelines Section 15145 prohibits agencies from engaging in review of impacts that are purely speculative.
- 3) Alternative 1A involves improvements that would not directly impact adjacent residences and therefore, would not contribute to noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls (please refer to Section 3.14).

## QUESTION / COMMENT CARD

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
120 S. SPRING STREET  
LOS ANGELES, CA 90012



NAME: CHARLES & PHILOMENA ELSASS DATE: March 27 2002  
ADDRESS: 6908 SAN FERNANDO AVE CITY/ZIP: VENTURA 93001  
REPRESENTING: \_\_\_\_\_ PHONE: (805) 653 6418


- ☐ I wish to speak. ☐ I would like to have the following question answered.  
☐ I would like to have the following statement filed for the record. I am ☐ opposed ☒ in favor ☐ Neutral to the project  
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

We prefer alternative #2 and we favor  
the La Conchita Pedestrian access #2 A  
Alternative #3 is still the best.  
We need more and better enforcement of the  
Speed limit & illegal truck & RV parking that block  
the allocation lane out of La Conchita. We also  
object to big rigs turning around in La Conchita access on  
San Fernando & San Conchita on

Graphic Services • QIC Card 7/11/00


C7 Response to Charles & Philomena Elsass  
March 27, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Please refer to Section 2.5 Alternatives No Longer Under Consideration which provides reasons why Alternative 3 and 4 were rejected.
- 2) The County of Ventura maintains the budget to include patrol of La Conchita. It is not Caltrans' responsibility.

QUESTION / COMMENT CARD		
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 120 S. SPRING STREET LOS ANGELES, CA 90012</small>		
NAME: <u>Norm Frank</u>	DATE: <u>3/26/02</u>	
ADDRESS: <u>4241 71st Carpin Jorio Ave</u>	CITY/ZIP: <u>La Conchita 93001</u>	
REPRESENTING: <u>La Conchita - Alternative 2</u>	PHONE: <u>805 643 9573</u>	
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered. <input type="checkbox"/> I would like to have the following statement filed for the record.    I am <input type="checkbox"/> opposed <input checked="" type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project <small>If you would like to speak or have your question answered, please hand the card to a Caltrans representative.</small>		
<u>In favor of Alternative 2 and undercrossing</u> <u>in middle of town.</u>		
<small>Graphic Services • Q/C Card 7/11/00</small>		

### C3 Response to Norm Frank March 26, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

QUESTION / COMMENT CARD		
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 120 S. SPRING STREET LOS ANGELES, CA 90012</small>		
NAME: <u>TED JENNINGS</u>	DATE: <u>3-26-02</u>	
ADDRESS: <u>6779 OJAI AVE</u>	CITY/ZIP: <u>VENTURA, 93001</u>	
REPRESENTING: _____	PHONE: <u>(805) 6484965</u>	
<input type="checkbox"/> I wish to speak <input type="checkbox"/> I would like to have the following question answered. <input checked="" type="checkbox"/> I would like to have the following statement filed for the record.    I am <input type="checkbox"/> opposed <input type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project If you would like to speak or have your question answered, please hand the card to a Caltrans representative.		
<u>I WANT THE P.U.C</u> <u>AND FRONTAGE RD. TO Mussel Shoals</u> <u>OR / NO BUILD</u>		
<small>Graphic Services • Q/C Card 7/11/00</small>		

#### C4      Response to Ted Jennings March 26, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

March 27, 2002

Mr. Ronald Kosinski  
Deputy District Director  
CALTRANS DISTRICT 7  
Division of Environmental Planning, VEN 101  
120 So Spring Street  
Los Angeles, CA 90012

**Re: Mussel Shoals/La Conchita Highway 101 Corridor Access Improvement Project**

Dear Mr. Kosinski:

Thank you Caltrans and all public officials for addressing the highway and safety issues of Highway 101 affecting our very special community. Having lived in the Santa Barbara and Mussel Shoals community since 1967, I am especially attuned to issues surrounding the safety concerns along this stretch of public highway.

I would like to share with you my thoughts on the "Initial Study/Environmental Assessment" provided by Caltrans recently:

- Alternative 1 or Alternative 2 – as I now understand, options #3 & 4 are no longer available at this time. Given that, I would prefer Alternative #2 with the ability to create some modifications that would provide the highest level of safety to all concerned, eliminate the congestion, reduce both noise and air pollution in the Mussel Shoals community.
- Noise Abatement Walls – create walls to reduce noise pollution. Walls should start at the beginning of the Mussel Shoals community (south from the Rincon) and again at the on ramp (in front of the Cliff House Inn). This would provide for the increased traffic that is projected between Ventura and Santa Barbara over the next 20 years. Also, a wall would reduce the "airborne particle" pollution coming from tires, debris and exhaust emissions that permeate our community.
- Ocean Ave Tunnel – this tunnel should be able to handle the daily traffic including the oil trucks from Rincon 1 (Torch Island). These trucks are huge and already have a hard time negotiating through the community safely. A sidewalk should also be provided for safe pedestrian traffic.
- Pedestrian Tunnel La Conchita – I support this proposal with the caveat that NO ACCESS for ATV (all terrain vehicles), jet skis or any vehicular traffic. There are no lifeguards provided at this beach. Currently jet skiers come up from the "old oil piers" and put swimmers and surfers at risk jumping and racing in the waves along La Conchita and Mussel Shoals. *More access would only create greater safety issues.*

## C5 Response to Dusty Farber March 27, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected.
- 2) Alternative 1A involves improvements that would not directly impact adjacent residences and therefore, would not contribute to noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls (please refer to Section 3.14 *Existing Noise Environment*).
- 3) Please refer to response 1.
- 4) The Pedestrian Undercrossing (PUC) will be designed in accordance with the Americans with Disability Act (ADA) and will be accessible for all individuals (i.e., wheelchairs). As a result, ATV's (all terrain vehicles), jet skiers, motorcycles, bicycles, and skateboards may also be able to traverse through the PUC. Physical barriers such as poles at the entrances just narrow enough for wheelchairs and surfboards may prevent access for ATV's, jet skiers, motorcycles, etc. from accessing the PUC. Proper signage will be put into place stating something to the effect of, "No ATV's, motorcycles, bicycles or skateboards allowed. Violators will be subject to a fine of \$275.00." A maintenance agreement between Caltrans and Ventura County would determine responsibility for maintaining the posted sign. However, it should be noted that there are other locations where individuals may access the ocean and that they may end up at the beach near the PUC.
- 5) Additional parking facilities will be discussed and finalized during final design.

Caltrans  
Page 2

- Parking – there has been no consideration in any Alternative to address the parking problems of Mussel Shoals or La Conchita. Street side parking is going to be lost along Old PCH and Ocean Ave. During the winter surf months and the summer vacation months the traffic levels increase. Where is the parking??
- Sub-Standard Highway Curve – by Caltrans own admission, the Mussel Shoals curve is not up to current Caltrans safety specifications. This should be corrected during this project.
- Closure of all three (3) medians – I support this 100%. The safety of all resident, commuters, bicyclist and drives along Highway 101 should be the most important part of this project.
- Landscaping – additional landscaping should be added along Highway 101 and in the Mussel Shoals community during this project. The residents along Old PCH and Ocean Ave. are going to be negatively impacted and additional landscaping will enhance the visual impact of the project.

All residents of Mussel Shoals are going to be negatively impacted by the additional traffic from La Conchita transitioning through the community. We want safety but not at any cost. Please consider modifications to Alternate 2 with the input of the Mussel Shoals community. We appreciate your moving in a positive direction and want to be an intrical part of the process.

Thank you for your consideration in this matter.

Sincerely,



Dusty Farber  
6711 Breakers Way  
Mussel Shoals, CA 93001

Cc: Gary Garcia – Breakers Way Property Owners Association

**C5 Response to Dusty Farber (Cont'd)**  
**March 27, 2002**

- 6) The nonstandard curve radius will be addressed in the future in a separate project. Future work on this segment of highway is dependent on the availability of regional funding through the Ventura County Transportation Commission.
- 7) Alternative 1A proposes to close the three medians at Mussel Shoals, La Conchita and Tank Farm.
- 8) It is Caltrans' policy to provide standard highway planting on new highways where adjacent properties have been developed at the time the roadway construction contract is accepted. All temporary impacts to native plant communities will be re-vegetated.
- 9) Please refer to response 1. Caltrans will continue to coordinate with the residents of La Conchita and Mussel Shoals.



"Rains of Ojai" <wecare@rainsofojai.com> on 03/27/2002 04:55:33 PM

To: <liz\_suh@dot.ca.gov>  
cc: <ggarcia@cbiz.com>  
Subject: U.S. 101 Access Improvement Project

Thank you for your work in improving the currently dangerous traffic situation in the communities of La Conchita and Mussel Shoals. As a property owner in Mussel Shoals I urge you to work with our community representatives in developing a hybrid of Alternative 2.

I will be short and make just 2 points.

1. The impact of this plan on our ocean side properties seems much to great compared with that of the properties on the inland side of Hwy 101.
2. The need for a sound barrier to lessen the sound impact of the ever increasing (and speeding) traffic is imperative. In addition, this barrier would greatly help reduce the potential of a disastrous traffic accident on this well known "hazardous" curve in Hwy 101.

Thanks again for your work on this project, and thank you in advance for working with our community representative on developing a hybrid to Alternative 2.

Sincerely,

Jeff Rains  
102 E. Oak St.  
Ojai, CA 93023  
805-646-2712  
Fax 646-1442  
RAINS OF OJAI \* SINCE 1914\*

## C6 Response to Jeff Rains March 27, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Caltrans will continue to coordinate with the residents of La Conchita and Mussel Shoals.
- 2) The California Environmental Quality Act (CEQA) Guidelines Section 15145 prohibits agencies from engaging in review of impacts that are purely speculative.
- 3) Alternative 1A involves improvements that would not directly impact adjacent residences and therefore, would not contribute to noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls (please refer to Section 3.14).



## QUESTION / COMMENT CARD



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
120 S. SPRING STREET  
LOS ANGELES, CA 90012

NAME: CHARLES & PHILOMENA ELSASS DATE: March 27 2002  
ADDRESS: 6908 SAN FERNANDO AVE CITY/ZIP: VENTURA 93001  
REPRESENTING: \_\_\_\_\_ PHONE: (805) 653 6418

- ☐ I wish to speak. ☐ I would like to have the following question answered.  
☐ I would like to have the following statement filed for the record. I am ☐ opposed ☒ in favor ☐ Neutral to the project  
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

We prefer alternative #2 and we favor  
the La Conchita Pedestrian access #2 A  
Alternative #3 is still the best.  
We need more and better enforcement of the  
Speed limit & illegal truck & RV parking that block  
the allocation lane out of La Conchita. We also  
object to big rigs turning around in La Conchita road on  
San Jose & San Clemente rd

Graphic Services • QIC Card 7/11/00

C7 Response to Charles & Philomena Elsass  
March 27, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Please refer to Section 2.5 Alternatives No Longer Under Consideration which provides reasons why Alternative 3 and 4 were rejected.
- 2) The County of Ventura maintains the budget to include patrol of La Conchita. It is not Caltrans' responsibility.

June 2002

# QUESTION / COMMENT CARD



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
125 S. SPRING STREET  
LOS ANGELES, CA 90012

Ellen Mingus  
6977 Vista Del Rincon Dr.  
Ventura CA 93001

NAME: \_\_\_\_\_ DATE: March 27, 2002

ADDRESS: \_\_\_\_\_ CITY/ZIP: \_\_\_\_\_

REPRESENTING: La Conchita PHONE: (805) 643-2641

☐ I wish to speak. ☐ I would like to have the following question answered.

☒ I would like to have the following statement filed for the record. I am ☐ opposed ☒ in favor ☐ Neutral to the project

If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

I am in favor of alternative 2 with  
Alternative 1A (Pedestrian Undercrossing)

Ellen Mingus

Graphic Services • QIC Card 7/11/00

## C8 Response to Ellen Mingus March 27, 2002

- Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

1

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

June 2002

QUESTION / COMMENT CARD



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
125 S. SPRING STREET  
LOS ANGELES, CA 90012

Ellen Mingus  
6977 Vista Del Rincon Dr.  
Ventura CA 93001

NAME: \_\_\_\_\_ DATE: March 27, 2002

ADDRESS: \_\_\_\_\_ CITY/ZIP: \_\_\_\_\_

REPRESENTING: La Conchita PHONE: (805) 643-2641

☐ I wish to speak. ☐ I would like to have the following question answered.

☒ I would like to have the following statement filed for the record. I am ☐ opposed ☒ in favor ☐ Neutral to the project

If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

I am in favor of alternative 2 with  
Alternative 1A (Pedestrian Undercrossing)

Ellen Mingus

Graphic Services • QIC Card 7/11/00

C8 Response to Ellen Mingus  
March 27, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

1

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

## QUESTION / COMMENT CARD



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
120 S. SPRING STREET  
LOS ANGELES, CA 90012

NAME: Bob HART DATE: 3-28-02  
ADDRESS: 6990 Bakersfield Ave CITY/ZIP: Ventura, Cal 93004  
REPRESENTING: La Conchita PHONE: (805) 643-4554

☐ I wish to speak. ☐ I would like to have the following question answered.  
☒ I would like to have the following statement filed for the record. I am ☐ opposed ☒ in favor ☐ Neutral to the project  
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

We in La Conchita (vast majority) are in favor  
of the tunnel from La Conchita to Mussel Shoals  
+ the underpass (under freeway) Access to beach with  
a great number of seniors in La Conchita we request  
a speed up in the time ~~the~~ schedule maybe the beach  
Access tunnel could be started next year!  
+ thank you for listening to our comments. Bob HART

Graphic Services • Q/C Card 7/11/00

C9 Response to Bob Hart  
March 28, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) The project schedule for constructing the pedestrian undercrossing cannot be shortened. The process is controlled by several environmental laws and regulations such as the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Before construction can begin, Caltrans must identify all environmental consequences and alternatives to reduce environmental impacts. This process includes the Initial Study/Environmental Assessment (IS/EA) which was released in February 2002. After submitting the IS/EA to the public for review and input, Caltrans and FHWA must complete and consider further analysis to enable selection of the alternative which causes the least environmental damage and yet serves the essential transportation need. Adverse impacts are mitigated to the extent socially and economically feasible. Only when all of these major steps have been completed, can the final design be specified and right-of-way acquisition begin. Considering the time required to complete this process, funding for construction of this project is scheduled for the 2005/2006 fiscal year.

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name: \_\_\_\_\_ City/State/Zip: \_\_\_\_\_  
Address: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_  
Comments: \_\_\_\_\_

# C10-C57 Response to Property Owners/Residents of Mussel Shoals

(David Barker, Warren Barnett, Janell Beck, Buz Benner, "Pat" Esther R. Benner, Patricia P. Bennett, Richard R. Bennett, Janet Brunner, Robert Brunner, Jack Burditt, Robert Ciauri, Joseph Crotty, Virginia Crotty, Doug Elkins, Richard B. Elkins, Ted J. Ferrari, Debbie Fortunato, Les Harmon, Nancy Harmon, Maribel Jarchow, Paul Jarchow, Patricia Kimbrough, Ted Kimbrough, Del Marie Kohler, Carol Kapitula Lloyd, Andrew Luster, Edward Makhanian, Norma Makhanian, Sam Makhanian, Luciana Mankel, Kathleen J. Mann, Sarah Mann, Alexander Martinez, Juan Martinez Perez, Colin Normington, Reynol Obispo, Gerardo Ortiz, Leonardo Ortiz, Helen Elroy Payne, Michele Porter, Chris Provenzano-Chernof, Jeff Rains, Jason Reynolds, Ken Robertson, Sue Traxler, Dennis Turner, Jose Severiano Vico, Dan VanKeing) March 28, 2002.

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) The on- and off-ramps will be brought to full standard. Prior to construction, any permanent easements will be compensated for.
- 3) Please refer to response 1. Aesthetics will be addressed at a later date with the input of the community. Emissions are addressed in Section 4.2.3 *Air Quality*. Alternative 1A involves improvements that would not directly impact adjacent residences and therefore, would not contribute to noise levels in the community. Currently, the scope of the project does not qualify for soundwalls. Alternative 1 will have no impact on the oil trucks accessibility to Rincon Island. A "No Trucks" sign will be installed at Mussel Shoals, but it will not apply to the oil trucks access to Rincon Island. However, since the median openings will be closed, trucks traveling northbound on U.S. 101 may use the Bates Road

**C10-C57      Response to Property Owners/Residents of Mussel Shoals**

---

Interchange to U-turn in order to access Mussel Shoals and trucks going out of Mussel Shoals heading northbound on U.S. 101 may use the Seacliff Interchange to U-turn and head north. All current conditions concerning trucks will remain unchanged except for the additional distance that trucks will have to travel as a result of closing the median opening at Mussel Shoals. The oil island pipeline that runs down Ocean Avenue and under the freeway will remain in place or will be relocated if it is in conflict with the retaining walls. The oil pipeline will be potholed to positively identify its location prior to construction in accordance with Caltrans' "Policy on High and Low Risk Underground Facilities within Highway Right of Way." Project specifications and other measures will be made to protect the existing facility. Additional parking facilities will be discussed and finalized during final design. Caltrans will coordinate with local businesses during final design to minimize the temporary parking impacts associated with the construction of the retaining wall for the on-ramp at Mussel Shoals.

- 4) Caltrans will continue to coordinate with the residents of Mussel Shoals and La Conchita.

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name: DAVID BARKER  
Address: 6707 BREAKERS WAY City/State/Zip: VENTURA, CA 93003  
Telephone Number: 805-643-2236  
Comments: we would like to maintain our property values  
as a small quiet community.

## C58 Response to David Barker March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) The California Environmental Quality Act (CEQA) Guidelines Section 15145 prohibits agencies from engaging in review of impacts that are purely speculative. Property values can be influenced by many external variables and cannot be attributed solely to the proposed project. Such variables as economic trends, public policies, local planning decisions, community image, land availability and institutional financing practices complicate any definitive analysis of potential impacts from an access improvement.

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in its present form!

Sincerely,

Name: Janell Beck  
Address: 1096 Sunland Ave City/State/Zip: La Conchita  
Telephone Number: 805-643-3361  
Comments: I have been a resident of La Conchita for 27 years. I don't think its fair to the quite town of mussel shoals, to have the La Conchita traffic routed through it. I feel that there

has got to be a better solution for this on-going problem. I as a resident do not mind going down to Bates to turn around. If you stop and think about it. We already do that anyway, to get out, during the summer. Because you sure can't cross the freeway. Again I'm sure you can come up with a much better plan.

4/4/02  
Thank you  
Janell Beck  
La Conchita  
Resident

## C59 Response to Janell Beck March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.



March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,

I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name:

*Buz Benner*

Address:

*2772 Breakers Way, City/State/Zip: Mussel Shoals, Ventura 93001*

Telephone Number:

*(805) 648-4737*

Comments:

*The on/off ramps and other improvements must be less invasive and damaging to the community, but I do not support the elimination of the on/off ramps.*

# C60 Response to Buz Benner March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Comment noted. See response C5-C52.

June 2002

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in its present form!

Sincerely, *Pat Benner*

Name: *Pat Esther R. Benner*

Address: *6776 Brooks Way* City/State/Zip: *913001*

Telephone Number: *648-7337*

Comments: *I agree with most of this I do not want the tunnel!*

*Just give us better on and off ramps. Surely*

*you can come up with a good on-ramp that will*

*not intrude on the Cliff House. Especially with*

*the money saved from not building a tunnel. Our*

*community will greatly suffer if we lose the Cliff*

*House.*

*Thank you much for all the*

*work and thought being put into this.*

C61 Response to "Pat" Esther R. Benner  
March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Caltrans will coordinate with the Cliff House Inn/Rincon Hotels, Inc. during final design to minimize the temporary parking impacts associated with the construction of the retaining wall for the on-ramp at Mussel Shoals.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in its present form!

Sincerely,

Name: Jack Burditt  
Address: 6724 Breakers Way City/State/Zip: Ventura, CA 93001  
Telephone Number: 805 648-7091  
Comments: The absence of ramps is the very reason I chose to live in Mussel Shoals over all other beach communities. Please keep it that way. I have children who like to ride their bikes in this area.

## C62 Response to Jack Burditt March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach. Improvements to the on-and off-ramps at Mussel Shoals are within the scope of this safety project.

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in its present form!

Sincerely,

Name: Joseph Crotty and Virginia Crotty  
Address: 16044 La Conchita Way City/State/Zip: Ventura, CA 93001  
Telephone Number: 805 641-6471  
Comments: We strongly object to Option 2 and find it totally unacceptable for the community of Mussel Shoals! I would rather have nothing done than have this intrusion.

## C63 Response to Joseph and Virginia Crotty March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

June 2002

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name: Ted J. Ferrari  
Address: 6614 PCH Hwy Mussel Shoals City/State/Zip: VENTURA, Ca 93001  
Telephone Number: (805) 643-8986  
Comments: Do not close the Median at Mussel Shoals

TUNNEL at Ocean Ave would result in an unacceptable amount of traffic passing thru Mussel Shoals.

C64 Response to Ted J. Ferrari  
March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach. Closing the median openings would eliminate conflicting turning movements within this segment of expressway. In eliminating these points of conflict, accidents caused by vehicles crossing the intersection would be reduced.

C65 Response to Debbie Fortunato  
March 28, 2002

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name: Debbie Fortunato, Employee Cliff House  
Address: 1321 Post Ave City/State/Zip Carpinteria, CA 93013  
Telephone Number: 805 684-1956

Comments: Mussel Shoals is a very special community. There are very few left in So. Calif. Option 2 would drastically change this.

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

March 26, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,

I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name: LES & NANCY HARMON  
 Address: 6632 W. PCH City/State/Zip: VENTURA CA 93001  
 Telephone Number: 805-643-7478  
 Comments: We say if CalTrans can't come up with a better solution than Opt. 2, then leave it alone until they can!

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,

I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name: Estate of Del Marie Kohler  
 Address: 17325 Yellow Bl. City/State/Zip: Granada Hills, Ca 91344  
 Telephone Number: 818-363-3402  
 Comments: Please do not allow on/off ramps at Mussel Shoals to decrease the values of all our hard work to establish ownership of our properties! Del Kohler

C66 Response to Les and Nancy Harmon  
 March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

C67 Response to Del Marie Kohler  
 March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach. Improvements to the on-and off-ramps at Mussel Shoals are within the scope of this safety project. The California Environmental Quality Act (CEQA) Guidelines Section 15145 prohibits agencies from engaging in review of impacts that are purely speculative. Property values can be influenced by many external variables and cannot be attributed solely to the proposed project. Such variables as economic trends, public policies, local planning decisions, community image, land availability and institutional financing practices complicate any definitive analysis of potential impacts from an access improvement.

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name:

Address:

Telephone Number:

Comments:

*Kapitula Lloyd*  
Name: *Carol Kapitula Lloyd*  
Address: *6673 Breakers Way* City/State/Zip: *Mussel Shoals 93001*  
Telephone Number: *652-0858* *455-5615*  
Comments: *Please help us by allowing us to work w/ CalTrans to come up with a safe, environmentally sound solution that will not destroy Mussel Shoals with all the proposed traffic. Kapitula Lloyd*

## C68 Response to Carol Kapitula Lloyd March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Comment noted. No response necessary.

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name:

Address:

Telephone Number:

Comments:

*Andrew Luster*  
Name: *Andrew Luster*  
Address: *6216 W. Ocean Ave* City/State/Zip: *Venice, CA 93001-9715*  
Telephone Number: *(805) 643-5623* *(Mussel Shoals)*  
Comments: *This proposed project (#2) would destroy our community and must be stopped.*

## C69 Response to Andrew Luster March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

June 2002

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name: EDWARD MAKHANIAN  
Address: 2762 BREAKERS WAY City/State/Zip: MUSSEL SHOALS 93001  
Telephone Number: 818-2446923  
Comments: WOULD LIKE TO SEE A ALTERNATIVE PLAN

C70 Response to Edward Makhanian  
March 28, 2002

- 1
  - 2
  - 3
  - 4
  - 5
- 1) Comment noted. See response C5-C52.
  - 2) Comment noted. See response C5-C52.
  - 3) Comment noted. See response C5-C52.
  - 4) Comment noted. See response C5-C52.
  - 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name: Kathleen J. Mann  
Address: 6645 Breakers Way City/State/Zip: Ventura (Mussel Shoals) CA 93001  
Telephone Number: (805) 648-6736  
Comments: Mussel Shoals should not be used as a thoroughfare for La Conchita traffic. There will be increased level of littering + exhaust fumes. Mussel Shoals is a small community, it should not be used as an alternate 101 freeway access. A amount of cars = ↑ amt. of speed = ↑ problems with pets, kids etc.

C71 Response to Kathleen J. Mann  
March 28, 2002

- 1
  - 2
  - 3
  - 4
  - 5
- 1) Comment noted. See response C5-C52.
  - 2) Comment noted. See response C5-C52.
  - 3) Comment noted. See response C5-C52.
  - 4) Comment noted. See response C5-C52.
  - 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

June 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Comments:

Sarah Mann  
6645 Breakers Way  
Ventura Calif 93001

643 6786

No on or off ramps for  
La Conchita via Mussel  
Shoals — Plan is a  
Waste of money!!  
Close mussel Shoals from  
crossing 101 — use Bates &  
Sea cliff — Needs immediate  
attention can't have another  
death this summer!!

C72 Response to Sarah Mann  
March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project



March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in its present form!

Sincerely,

Name: Juan Martinez Perez *Cliff Park employee of 9 years*  
Address: 1404 Seaside Ave. City/State/Zip: Carpinteria CA 93013  
Telephone Number: (805) 566-9689  
Comments: Option 2 is unacceptable for our community

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in its present form!

Sincerely,

Name: Helen Elroy Payne  
Address: 1404 Seaside Ave. City/State/Zip: Carpinteria CA 93013  
Telephone Number: 805-566-9689  
Comments: I am the owner of 2 properties located at 1404 and 1406 Seaside Ave.

### C73 Response to Juan Martinez Perez March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

### C74 Response to Helen Elroy Payne March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Comment noted. No response necessary.

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,  
*Michele Porter*

Name: Michele Porter - Co-owner Cliff Ave. Inc.  
Address: 1602 W. PCH City/State/Zip: MUSSEL SHOALS CA 93001  
Telephone Number: 805-5669139  
Comments: AS A BUSINESS AND PROPERTY OWNER IN MUSSEL SHOALS, I IMPLORE YOU TO REJECT OPTION 2 AS A SOLUTION TO OUR FREEWAY PROBLEM. LET US AGREE ON A PLAN SUITABLE FOR BOTH COMMUNITIES.

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,  
*Chris Provenzano-Chernof*

Name: CHRIS PROVENZANO-CHERNOF  
Address: 1624B OLD PCH City/State/Zip: 93001  
Telephone Number: 805/653-7733 / 340-8160  
Comments: I AM OPPOSED TO OPTION 2 AS IT IS UNSAFE TO MOTORISTS + RESIDENTS, SPOILS THE ENVIRONMENT + POLLUTION OF AIR WITH INTRODUCTION OF EXCESSIVE TRAFFIC FROM LA CONCHITA, ETC. INTO A SMALL BEACH COMMUNITY. HAZARDOUS LIQUIDS TRANSFERRED + DRILLING RIGS CONDUCT BUSINESS ON ISLAND, SEE ATTACHED LETTERS + PHOTOS.

## C75 Response to Michele Porter March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

## C76 Response to Chris Provenzano-Chernof March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5C-52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in its present form!

Sincerely,

Name: JEFF RAINS  
Address: 102 E OAK ST City/State/Zip: OJAI CA 93023  
Telephone Number: 805-646-2712 H 1444 WORK  
Comments: PLEASE WORK W/ US ON A COMPROMISE OF  
OPTION 2. WE DO NOT WANT THE ADDED TRAFFIC

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in its present form!

Sincerely,

Name: KEN ROBERTSON  
Address: 6674 OAKCH City/State/Zip: VENTURA, CA 93001  
Telephone Number: 805-653-5012  
Comments: OPTION 2 AS PRESENTED UNACCEPTABLE

## C77 Response to Jeff Rains March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

## C78 Response to Ken Robertson March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a

June 2002

March 28, 2002 **\*URGENT** 652-1201 310-550-5335 P. 1

DEAR SENATOR O'CONNELL, ASSEMBLY MEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name: DENNIS TURNER  
Address: 6702 Broadlands Way City/State/Zip: MUSSEL SHOALS 910-1  
Telephone Number: 705-565-2111  
Comments: They are two other options that satisfy the needs of ALL residents. Not just La Conchita!  
Please closely examine these alternatives. The Mussel Shoals Community VOTES NO on OPTION 2  
Thank you

C79 Response to Dennis Turner  
March 28, 2002

- 1) Comment noted. See response C5-C52.
- 2) Comment noted. See response C5-C52.
- 3) Comment noted. See response C5-C52.
- 4) Comment noted. See response C5-C52.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

June 2002

Chris Provenzano-Chernof  
256648 & 6646 Old Pacific Coast Hwy.  
Mussel Shoals, CA 93001  
March 28, 2002

Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 South Spring Street  
Los Angeles, CA 90012

Re: File 07-VEN-1-1  
KP R64/R69.4 (PMR39.8/R43.1)

Dear Mr. Kosinski:

The public hearing of 3/26/02 jogged my mind on several issues I failed to express in my previous letter of 3/20/02. Please take the time to read the following issues that may affect your decision making for alterations of the subject plan.

Yes, safety is the first issue here, but please keep in mind that the tiny tourist community of Mussel Shoals will disappear if Alternative 2 is implemented. Let's not lose another of nature's gems to save a few dollars.

First, I'd like to mention the problem of weekend summer congestion on 101. If you've experienced this traffic nightmare, you'll understand how bogged down the traffic gets in Mussel Shoals and LaConchita. I am concerned with the congestion pouring over into Mussel Shoals and LaConchita by motorists driving through those communities to find alternate routes to avoid backed up traffic. This will create gridlock and make it impossible for residents of the two communities to get out. LaConchita and Mussel Shoals are dead-end communities with no way out except the way you came in, and I envision a nightmare of cars turning around on private property, spoiling the area for visitors to the Cliffhouse, endangering roadways in the community by bringing bumper-to-bumper traffic in to our tiny beach community. It saddens me to envision Mussel Shoals turning into another Malibu with houses right on the fast-paced 101.

Next, I'm sure you are aware that Mussel Shoals is a famous surfing beach, frequented by men and women surfers of all ages. Old (West) Pacific Coast Hwy. (where you'll widen the southbound off-ramp into Mussel Shoals) turns into a parking lot, as does Ocean Avenue and any other available area in the community. Surfers stroll down the street with their boards hitched to their sides, change clothes in the bushes and wander around standing in the streets to admire the excellent surf. What will happen to those people and their quiet enjoyment of the ocean when traffic is pouring in the area from LaConchita and elsewhere? What was once a beautiful area will be spoiled by fast-moving traffic.

And finally, have you ever had the privilege of dining at the Cliffhouse restaurant, The Shoals and afterwards meandering down Old Pacific Coast Highway to Ocean Avenue to stand at the edge of the beach and just ponder the beauty there? If not, please treat yourself to that experience. The low-volume traffic there is relaxing to visitors and brings them back in time to a slower paced society. It's not crowded; you can walk down the road without a car nearly running you down. The fragrances from weeds and the ocean are terrific, and it reminds you that a break from the daily "rat race" to enjoy nature's beauty has a profound affect of calming the spirit. This peaceful environment will suddenly come to an end if Plan 2 is adopted. Alternative Plan 4 is the best resolution here, while directing traffic away from Mussel Shoals and preserving nature's beauty for all to enjoy.

Very truly yours,  
Chris Provenzano-Chernof  
Chris Provenzano

C80 Response to Chris Provenzano-Chernof  
March 28, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Please refer to response 1.
- 3) Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

Jerry & Beatrice Dunn  
6747 Ojai Avenue  
Ventura, CA 93001  
(805) 643-5831  
jerryjdunn@earthlink.net

March 28, 2002

Ronald Kosinski, Chief, Office of Environmental Planning  
California Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012

RE: PUBLIC INPUT - U.S. 101 ACCESS IMPROVEMENT PROJECT in the communities of Mussel Shoals and La Conchita.

Dear Mr. Kosinsky,

My wife and I attended the Public Hearing at the Ventura County Government Center on March 26, 2002. This was the first time we received information concerning the Access Improvement Project in two years. We were surprised to find out that neither of the proposed Alternatives was a long-term solution consistent with the eventual extension of the six-lane freeway between Seacliff and the Santa Barbara county line. We were additionally shocked to learn that Alternative 1B & 2 would impact our property.

We wish to go on record as supporting Alternative 1A, which proposes the closing of median openings, lengthening the off and on ramps at Mussel Shoals and constructing a pedestrian under crossing.

Our property is located at the corner of Ojai Avenue and Surfside Street in La Conchita. We purchased the property in 1982 because of its location at the less traveled end of La Conchita and unobstructed ocean view. Understanding that widening of the 101 expressway to six-lane freeway would someday take place, we investigated available information. The rights of way acquired by the State between 1968 and 1970 indicated an interchange at Mussel Shoals with an access road to La Conchita along the base of the hillside connecting to Vista del Rincon.

We are opposed to Alternative 1B, as the proposed pedestrian over-crossing at the indicated location would severely impact our ocean view.

We are opposed to Alternative 2 because of the possibility of the taking of a portion of our property and the certainty of the taking of our property right to quiet enjoyment. The 101-expressway access frontage road proposed would increase traffic in front of our home from the present couple dozen cars per day to hundreds per day. My neighbors and numerous Mussel Shoals homeowners would experience the same impact. The proposed

**C81 Response to Jerry & Beatrice Dunn**  
**March 28, 2002**

- 1) A Scoping Notice (see Appendix B – Scoping Notice) was published in three newspapers supporting the surrounding communities in English and Spanish in the Los Angeles Times – Ventura County Edition, Ventura County Star and Vida on October 12, 2000, and October 26, 2000. The Notice of Public Hearing/Notice of Availability (see Appendix H - Notice of Public Hearing/Notice of Availability) was advertised in the Los Angeles Times – Ventura County Edition and Ventura County Star on February 24, 2002, and March 19, 2002, and Vida on February 28, 2002. In addition, copies of the Initial Study/Environmental Assessment were mailed to interested agencies and citizens. Caltrans believes that a “good faith” effort has been made to inform the public about this access improvement project. The proposed improvements are designed to be compatible with a six-lane facility. This does not imply that a six-lane facility is equivalent to freeway standards, which would require significant changes to the curve and likely require replacing the six-lane highway.
- 2) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 3) Please refer to response 2.
- 4) The Right-of-Way maps only show land owned by the state. Future improvements or design for the ultimate build would be decided through the same environmental process. At present, there is no design that exists for the ultimate build.

101 expressway access frontage road and associated underpass at Mussel Shoals to Southbound 101 on and off ramps will have the effect of increasing traffic at on and off ramps in La Conchita and Mussel Shoals far beyond existing levels. The increased traffic in both residential communities would contribute to a higher likelihood of auto and pedestrian accidents within the communities. What this Alternative will do is move the accidents from 101 into these adjacent residential communities.

As I mentioned in my opening paragraph, my wife and I have not been informed about the progress on this project, which we now realize could dramatically affect us. Please show us the courtesy of directly informing us of progress and changes in this project. Therefore, please add us to your mailing list for communications regarding this project. Immediately, please send us a copy of the transcript of the Public Hearing held March 26, 2002.

Sincerely,



#### QUESTION / COMMENT CARD

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
120 S. SPRING STREET  
LOS ANGELES, CA 90012



NAME: Jerry J. Dunn & Beatrice V. Tabugon-Dunn DATE: 3/28/02  
ADDRESS: 6747 Ojai Avenue CITY/ZIP: Ventura 93001  
REPRESENTING: In Propria Persona PHONE: 805-643-5831

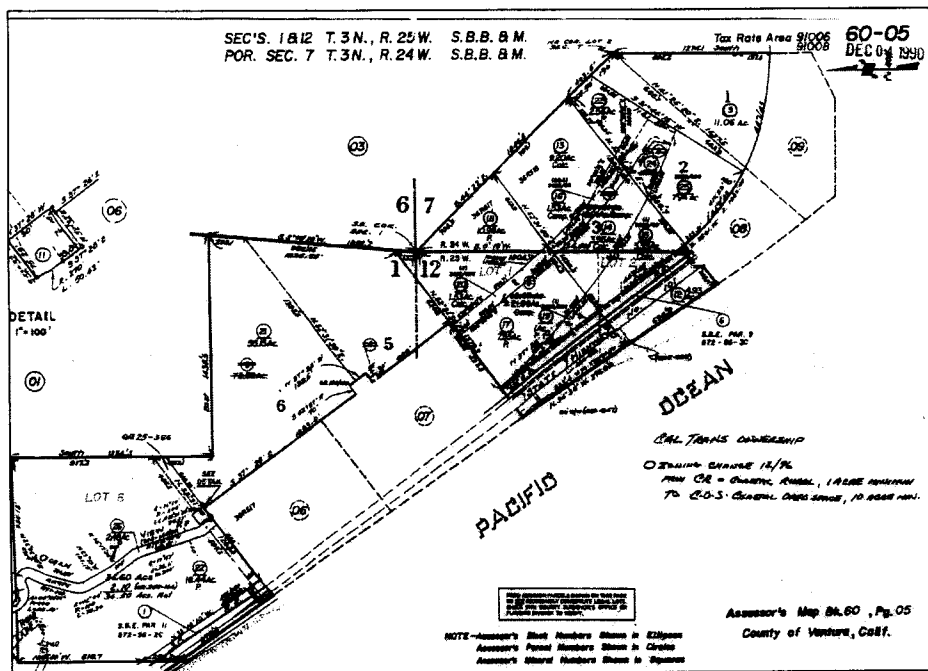
☐ I wish to speak. ☒ I would like to have the following question answered.  
☒ I would like to have the following statement filed for the record. I am ☐ opposed ☐ in favor ☐ Neutral to the project.  
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

See attached letter dated March 28, 2002..

Graphic Services • Q/C Card 7/11/00

#### C81 Response to Jerry & Beatrice Dunn (Cont'd) March 28, 2002

- 5) Please refer to response 2.
- 6) Please refer to response 2.
- 7) Your formal request to be notified for public review is acknowledged. You will be added to the distribution list for all future notification regarding the proposed project.



RT 2002-69 02.0

COUNTY OF VENTURA - ASSESSOR'S OFFICE

8-10-94  
LACONCHITA UPDATE 01/91  
PAGE NR: 194

DATE: 08/05/94 17:07

NUMERIC INDEX

VC22429

TRA	PARCEL NUMBER	NAME	ADDRESS	DATE
91006	060-0-040-180	UNITED STATES OF AMERICA		0000 000
91006	060-0-040-190	UNITED STATES OF AMERICA		0000 000
91006	060-0-040-200	HOFFMAN FAMILY TRUST HALEY KATHERINE H	1000 S SEAWARD AV VENTURA CA	02/28/89 93001 890030773
91006	060-0-040-210	UNITED STATES OF AMERICA		12/12/80 5793 190
91006	060-0-040-220	HOFFMAN FAMILY TRUST HALEY KATHERINE H	1000 S SEAWARD AV VENTURA CA	02/28/89 93001 890030773
91006	060-0-040-230	UNITED STATES OF AMERICA		12/12/80 5793 190
91008	060-0-050-010	SOUTHERN PACIFIC TRANS CO	65 MARKET ST RM 846 SAN FRANCISCO CALIF	94105 0000 000
91008	060-0-050-060	SOUTHERN PACIFIC TRANS CO	65 MARKET ST RM 846 SAN FRANCISCO CALIF	94105 0000 000
91008	060-0-050-090	CALIFORNIA STATE OF-CALTRANS	1120 N STREET SACRAMENTO CALIF	08/28/70 95814 3712 345
91006	060-0-050-115	BROOKS JUANITA	5141 TAPO CANYON RD SANTA VALLEY CA	07/16/90 93063 900105176
91008	060-0-050-125	CALIFORNIA STATE OF-CALTRANS	1120 N STREET SACRAMENTO CALIF	01/24/55 95814 1259 579
91008	060-0-050-130	GREENWELL IRENE H REV TRUST PATIE CAROL H	P O BOX 478 OAK VIEW CA	05/15/89 93022 890076149
91008	060-0-050-140	GREENWELL IRENE H REV TRUST PATIE CAROL H	P O BOX 478 OAK VIEW CA	05/15/89 93022 890076149
91008	060-0-050-155	CALIFORNIA STATE OF-CALTRANS	1120 N STREET SACRAMENTO CALIF	12/31/68 95814 3422 060
91008	060-0-050-165	CALIFORNIA STATE OF-CALTRANS	1120 N STREET SACRAMENTO CALIF	12/31/68 95814 3422 060
91008	060-0-050-170	BONSALL SHULL ET AL	ONE CANADA LARGA RD VENTURA CA	06/08/87 93001 870088817
91008	060-0-050-180	BONSALL SHULL ET AL	ONE CANADA LARGA RD VENTURA CA	06/08/87 93001 870088817
91008	060-0-050-195	CALIFORNIA STATE OF-CALTRANS	1120 N STREET SACRAMENTO CALIF	03/05/69 95814 3452 296
91008	060-0-050-205	CALIFORNIA STATE OF-CALTRANS	1120 N STREET SACRAMENTO CALIF	03/05/69 95814 3422 296
91006	060-0-050-210	LA CONCHITA RANCH CO	7015 VISTA DEL RINCON VENTURA CA	11/22/91 93003 910173053
91008	060-0-050-220	LA CONCHITA RANCH CO	7015 VISTA DEL RINCON VENTURA CA	11/22/91 93003 910173053
91008	060-0-050-235	CHONETTE DAVID W-SUZANNE R	10122 COWAN HEIGHTS DR SANTA ANA CALIF	12/17/64 92705 2691 411
91008	060-0-050-245	CHONETTE DAVID W-SUZANNE R	10122 COWAN HEIGHTS DR SANTA ANA CALIF	12/17/64 92705 2691 411
91008	060-0-050-255	CALIFORNIA STATE OF-CALTRANS	1120 N STREET SACRAMENTO CALIF	10/20/69 95814 3565 555
91008	060-0-050-265	OCEAN VIEW ROAD ASSOCIATION LA CONCHITA RANCH CO	7395 OCEAN VIEW RD VENTURA CA	05/21/82 93001 820047979

285 CALTRANS



29 March 2002

Mr. Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 Spring Street  
Los Angeles, CA 90012

Dear Mr. Kosinski,

Our spokesperson, Mr. Garry Garcia, representing the Breakers Way Property Owners Association interests at your last meeting voiced our unanimous opinion that the objectives of safety and access/egress on a substandard highway curve are not being satisfied with the current proposals and that the ultimate solution to these problems is a full blown overpass.

However, at this point rather than nothing being done and ALTERNATIVES 1 & 2 being the only items under consideration, I strongly urge, suggest, and recommend to you that you work with the community representatives to develop a hybrid of Alternative 2 which will not impact the community at Mussel Shoals as it will under the present proposal.

The present proposal to shunt traffic through Mussel Shoals from La Conchita only increases traffic congestion exponentially in Mussel Shoals as well as noise and increased parking problems for the Cliff House, PCH residents as well as the residents of the Breakers Way Community. The surfing impact alone will be greatly increased with the proposal the way it stands. We do not have sufficient parking for the surfers at the present time much less under the proposal as it presently is put forth nor for the additional traffic to this area which will not just be pass thru traffic as I'm sure you are aware.

C82 Response to Paul M. Jarchow  
March 29, 2002

- 1) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach and your suggestion to improve this segment is beyond the original scope of this safety project. The nonstandard curve radius will be addressed in the future in a separate project. Future work on this segment is dependent on the availability of regional funding through the Ventura County Transportation Commission.
- 1 2) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2 3) Please see response 2.
- 4) The California Environmental Quality Act (CEQA) Guidelines Section 15145 prohibits agencies from engaging in review of impacts that are purely speculative. Property values can be influenced by many external variables and cannot be attributed solely to the proposed project. Such variables as economic trends, public policies, local planning decisions, community image, land availability and institutional financing practices complicate any definitive analysis of potential impacts from an access improvement.
- 3 5) Please refer to response 2. Alternative 1 involves improvements that would not directly impact adjacent residences and therefore, would not increase noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls.

4

In the last two years I have purchased my retirement home here at 6733 Breakers Way and I know that if Alternative 2 as presently proposed is put into effect, the value of my property and the others residing in this community will be downgraded in valuation.

5

Again in closing I wish to urge you to develop and utilize a change (hybrid) of Alternative 2 which does not shunt traffic through the Breakers Way community and which lessens the noise level to this area by erecting 6' sound walls.

Respectfully,

*Paul M. Sarchow*  
Paul M. Sarchow

June 2002

I-64

March 29, 2002

Ronald J. Kosinski, Chief  
Caltrans Division of Environmental Planning  
120 S. Spring Street  
Los Angeles California 90012

I would like to address the issue of the maintenance cost projections associated with the La Conchita pedestrian under crossing. At the Public Comment meeting, held March 26<sup>th</sup> in Ventura County, the chart comparing the costs of the over crossing and under crossing set the yearly maintenance costs of the under crossing at between \$100,000 and \$400,000. If constructed as shown on the conceptual drawings, where the tunnel begins at Surfside Street and ends on the beach, I can see this would require constant maintenance of salt water pumps, clearing of debris, maintenance of lighting and various other efforts as a result of the ocean's effects. However, if constructed as I have previously suggested to Caltrans personnel (see attachment A) initial construction costs would be less than half of the 2.3 million projected and the yearly maintenance costs would be minimal.

In 1955 Caltrans installed a drainage tunnel under the 101 high way in La Conchita. The tunnel begins directly next to the high way on the community side and ends next to the high way on the ocean side. Since 1955 the only maintenance that has ever been performed by anyone on the tunnel was when our community built a landing on the ocean side and Caltrans removed it after a complaint was filed. Other than that, Caltrans has never had to clean any debris, remove graffiti, repair cement or make any other type of repairs. Our new pedestrian under crossing could be build very similar to the existing drainage tunnel in which case it would also not require extensive maintenance.

In discussions with Caltrans (William Reagan) in 1996, I explained that we are a community that does not require or want an elaborate, ornate, designer pedestrian tunnel. We only want an simple tunnel that allows our senior citizens and to walk upright when accessing the beach. The current Caltrans conceptual design is way beyond what is necessary for our pedestrian tunnel. Unless there is some obscure design criteria, our tunnel does not need to be 10 feet tall. The 10 foot height makes keeping the entrance above the extreme high tide line more difficult. Also the length of

**C83 Response to Mike Bell**  
**March 29, 2002**

- 1) Thank you for your design ideas and suggestions to minimize maintenance costs for the pedestrian undercrossing. Your submission is acknowledged and will be taken into consideration. However, Caltrans can only use design criteria as set forth by a registered professional engineer with the State of California. A maintenance agreement between Caltrans and the County of Ventura will be necessary to determine responsibility for the maintenance of the pedestrian undercrossing.
- 2) The County of Ventura has been maintaining the existing drainage tunnel at La Conchita.
- 3) Please refer to response 1. The pedestrian undercrossing, crossing the expressway and the railroad at La Conchita will address disability issues in accordance with the Americans with Disability Act (ADA) and cannot be designed the same way as the drainage tunnel. The decision to go forth with an undercrossing has been made. Detail design and construction methods will be finalized during the design phase. Alternative methods will be considered and the most appropriate design will be selected. Your suggestion is part of the record and will be taken into consideration.
- 4) The text has been revised to include a "Wave Runup and Beach Impact Study" report (please refer to Section 4.2.9 (j) *Hydrology and Water Resources*). This report indicates that the tunnel will be inundated by the ocean under 5-year storms and the PUC exit invert will be below the existing beach surface 0.3 to 1 meter every season when the beach is built up. The report recommends that a wave protection wall be constructed in front of the tunnel exit. Also, please refer to response 1.
- 5) Please refer to response 3.
- 6) Caltrans Maintenance Department provided the estimated cost of maintenance for the PUC. Also, please refer to response 1.
- 7) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Also, please refer to response 1.

the conceptual tunnel requires beginning at a higher elevation at the Surfside Street end, to gain fall for the full length of the tunnel.

A shorter tunnel could begin higher, directly next to the 101 high way, and end higher at the ocean side, with required fall for natural drainage. A tunnel that is only 8 foot tall and shorter in length would help raise the exit height above the extreme high tide line.

Under the suggested design proposal, (attachment B&C) at the exit of the tunnel, there would be a 6 foot by 6 foot landing. At the ocean side of the landing would be a 4 foot high sea wall that would keep debris from entering the tunnel. At 90 degrees from the landing would be a ramp that would slope down to the sand. The ocean deposits sand on our beach in the summer and removes it in the winter. The ramp could be constructed long enough to reach the sand in the winter when the tide is low and as the summer tides deposit sand, it would slowly cover parts of the ramp. It would be basically self-maintaining.

The shorter tunnel would require little if any lighting in the daytime. The existing drainage tunnel is only 4 foot tall and gets sufficient daylight as to make it safe to walk through. A 8 foot tall tunnel would naturally receive more daylight. A sky light (vent) in the middle divider of the 101 high way could provide additional light. Night time lighting could be provided by batteries supplied by a solar panel or normal electrical lighting. Again minimal maintenance costs. The only maintenance costs I can conceive is eventually the landing sea wall would probably deteriorate from the elements. If constructed as I have seen in other sea walls in local locations, deterioration would be minimal and shouldn't require any work for many years.

I understand that at the public comment meeting a Caltrans employee told Supervisor Bennett that Ventura County would have to undertake the maintenance of the tunnel because of the high costs. Like most California counties, Ventura is currently cash strapped. When Supervisor Bennett heard of the high maintenance costs, he called me and stated the County could not stand a \$100,000 to \$400,000 yearly expenditure. I assured him that if built as a Chevrolet instead of a Cadillac the costs for maintenance of the tunnel would be minimal. I would hope that with the shorter tunnel design, the maintenance costs of the project could be paid by Caltrans or a combination of Caltrans and Ventura County.

3

4

5

6

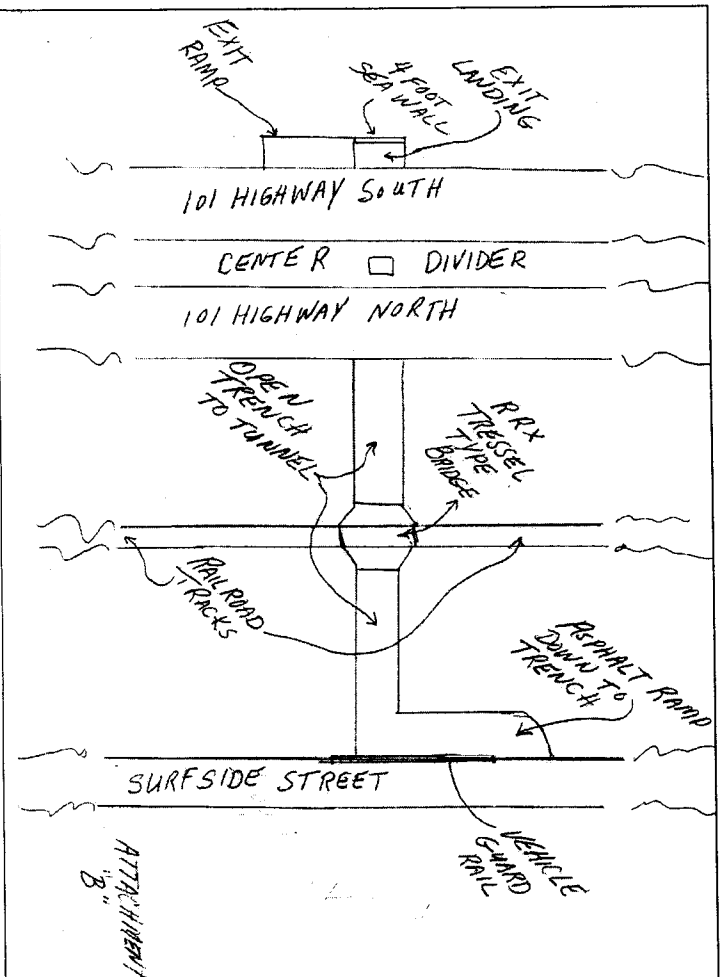
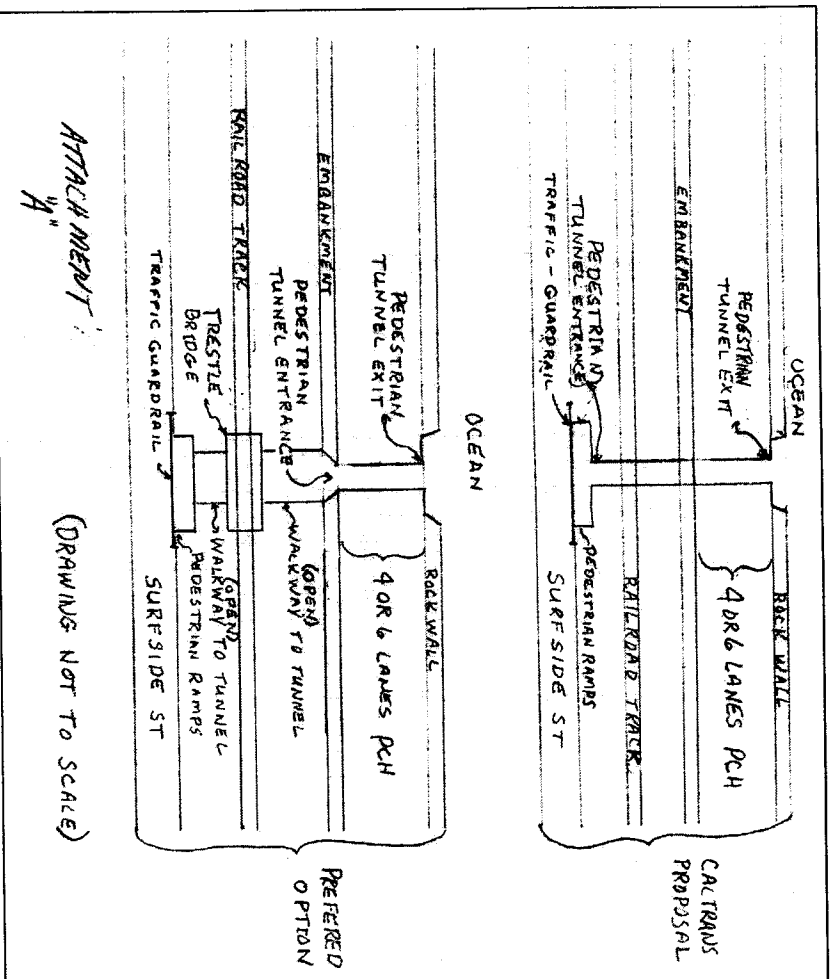
On April 23, 1964, a Mr. A. W. Hoy Deputy District Engineer of the Division of Highways (Caltrans) wrote a letter to residents of La Conchita assuring them that pedestrian access would be considered in the design of the brand new 101 high way. On December 20, 1996 William Reagan Legislative Liaison for Caltrans District 7 wrote me a letter assured me that Caltrans was diligently working toward a solution to our pedestrian access dilemma.

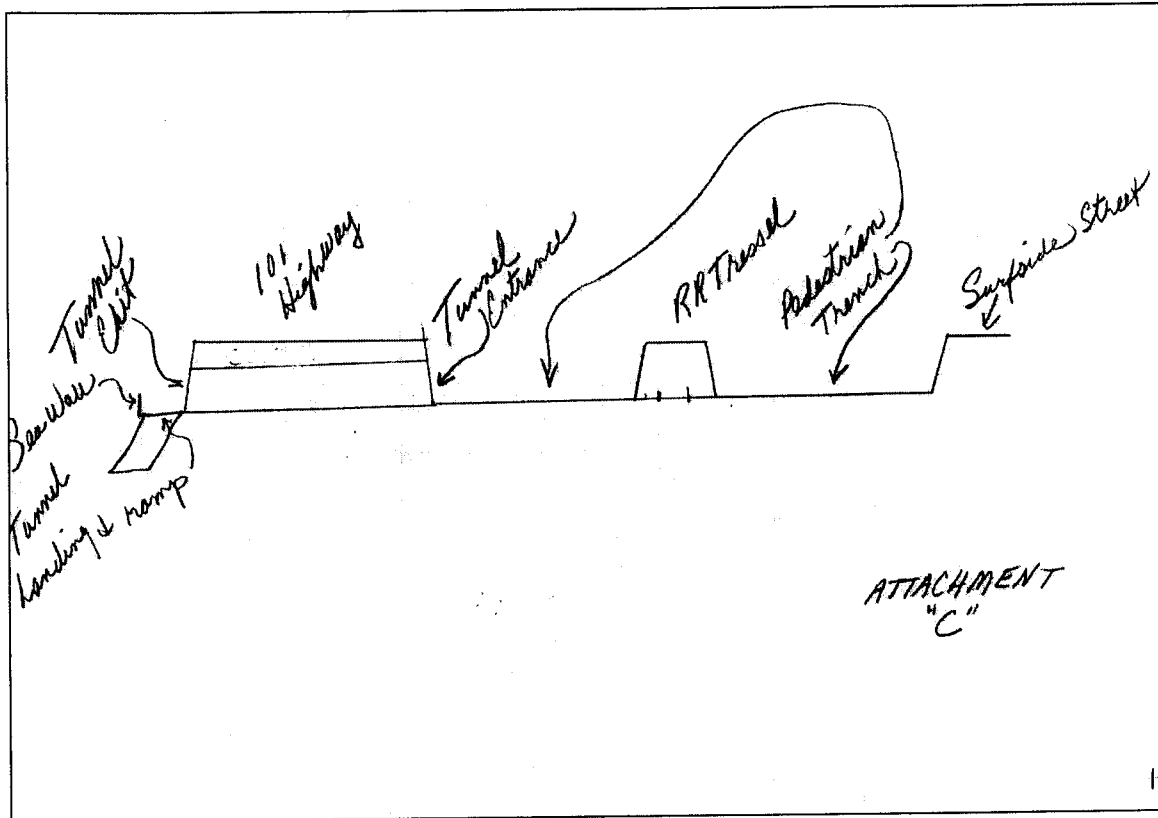
Please consider the above mentioned design options as they would reduce the cost of construction, maintenance, and the time required to begin the project.


Respectfully submitted by  
Mike Bell  
6953 Surfside Street  
La Conchita California 93001  
(805) 652-1722

7

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project





QUESTION / COMMENT CARD	
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 120 S. SPRING STREET LOS ANGELES, CA 90012</small> 	
NAME: <u>Jeannette Longwill</u>	DATE: <u>3-29-02</u>
ADDRESS: <u>622 Pagan Court Hwy</u>	CITY/ZIP: <u>Mussel Shoals</u>
REPRESENTING: <u>property owner - self</u>	PHONE: <u>(805) 655-5104</u>
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered. <input checked="" type="checkbox"/> I would like to have the following statement filed for the record.    I am <input type="checkbox"/> opposed <input type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project <small>If you would like to speak or have your question answered, please hand the card to a Caltrans representative.</small>	
<p><i>I am in favor of Alternative One because it would improve the hazards of crossing 101 and would allow pedestrian access to La Conchita residents. Median closure should allow for emergency entry into Mussel Shoals, however. Alternative 2 would bring too much traffic into the Mussel Shoals area.</i></p>	
<small>Graphic Services • QIO Card 7/11/00</small>	

**C84      Response to Jeannette Longwill**  
**March 29, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Emergency median openings would provide access for emergency vehicles only. Details of these emergency openings will be addressed and designed during final design.

June 2002

April 1, 2002

Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning VEN ,101  
120 S. Spring Street  
Los Angeles, Ca, 90012

Ronald Kosinski, Deputy District Director,

Regarding file 07-VEN-101, KP R64.0/R69.4 , U.S. 101 Access Improvements, La Conchita / Mussel Shoals.

I feel any access to Mussel Shoals from 101 south bound would be risky for local residents as well as visitors to the area. Any construction in this area would be too costly for the limited improvement value it may produce. Exiting or getting on the 101 in a high-speed curve I believe is a challenge most drivers could surely live without. The cost of constructing retaining walls & merge lanes in this curve, would be put to better use by connecting the old oil piers road to la Conchita with access to Mussel shoals, not to mention that the construction itself would have minimal effect on traffic flow of 101 during its construction. The result would be safe long-term access to and from both communities. This should be the primary goal.

The logical approach would be from old oil pier road with a underpass to Mussel Shoals. This frontage road would then continue to La Conchita. There should also be direct access to La Conchita via northbound 101.

Sincerely,



THOMAS TEAS

7179 SANTA PAULA AVE.  
VENTURA, CA, 95001

**C85      Response to Thomas Teas**  
**April 1, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

1

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

I-70



June 2002

April 1, 2002

Ronald Kosinski, Chief, Office of Environmental Planning  
California Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012

RE: PUBLIC INPUT- U.S. 101 Access Improvement Project(Mussel Shoals and LaConchita

Dear Mr. Kosinsky,

I would like to go on record as supporting Alternative 1A, which proposes closing of median openings, lengthening the off and on ramps at Mussel Shoals and constructing a pedestrian under crossing in La Conchita.

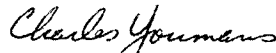
I am opposed to the other alternatives because of the possibility of taking a portion of my property. This would increase traffic on a frontage road right outside my door. I feel the proposed frontage road would become a raceway, with cars speeding along the open area between Mussel Shoals and La Conchita. This would decrease safety within the community for pedestrians and autos.

I am somewhat amazed that no one from Caltrans has ever contacted me regarding the possibility of a portion of my property being acquired for this project. It was necessary for me to try to look at a map to determine this possibility.

I feel, in a purely economic sense, that Alternative 1A would have the best chance of being funded. It is the least expensive proposal and therefore considering the state of the California economy the best chance to be funded the soonest of any of the other proposals.

Once again, I urge you to adopt Alternative 1A.

Respectfully



Charles Youmans  
6726 Ojai Ave.  
Ventura, CA 93001  
(805) 648-1516

C86 Response to Charles Youmans  
April 1, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Please see response 1.
- 3) The right-of-way impacts identified in this IS/EA were taken from a Draft Relocation Impact Report that was prepared for this project in June 2002. No existing housing would be displaced as a result of the construction of Alternative 1A (preferred alternative). There is no right of way required for Alternative 1A (preferred alternative).
- 4) Please see response 1.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

1-71

6648 Old Pacific Coast Hwy.  
Mussel Shoals, CA 93001

April 1, 2002

Manuel D. Ramirez, P.E.  
Calif Dept. of Transportation  
2015 E. Shields Avenue, Suite 100  
Fresno, CA 93726

Re: File 07-VEN-1-1

Dear Mr. Ramirez:

Thank you for listening to my comments at the public hearing of 3/26/02 regarding the above matter.

Attached are copies of photos of the five rigs that recently sat out on Old Pacific Coast Highway for approximately 4-5 hours a few weeks ago. Apparently, they were waiting their turn to enter the causeway leading to the island where a long-standing oil drilling concern has operated.

Large rigs similar to those in my photographs frequent Old Pacific Coast Highway. During the normal course of business, these rigs come to and from the pier, some tankers and some containing a portable type of drilling machinery. Bill Yates is the only individual I know from the oil business, but I can't recall the company name. I will attempt to locate a business card with that information and forward it to you.

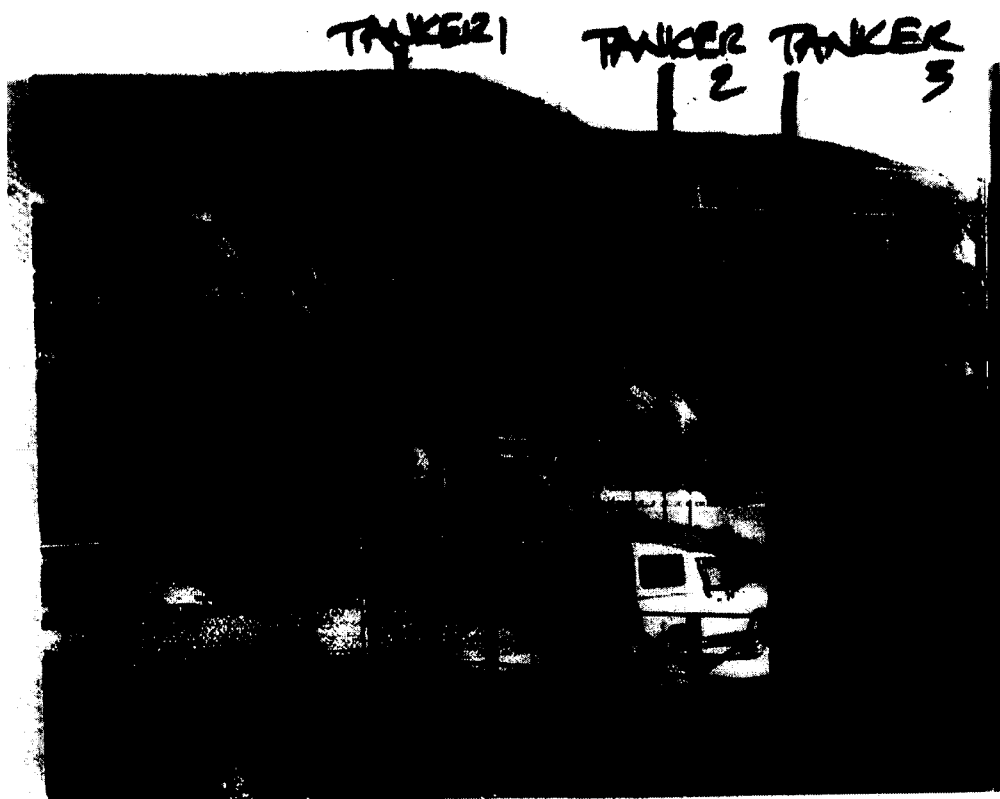
Very truly yours,

Chris Provenzano-Chernof

Encl.

**C87     Response to Chris Provenzano-Chernof**  
**April 1, 2002**

- 1) Thank you for your comments and photos providing information in identifying and resolving issues related to the project.



June 2002

April 1, 2002

Mr. Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 S. Spring St.  
Los Angeles, CA 90012

Dear Mr. Kosinski:

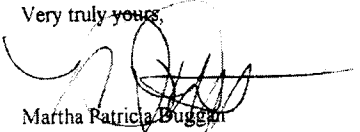
Subject: ON/OFF ACCESS TO LA CONCHITA & MUSSEL SHOALS AND  
PEDESTRIAN BEACH ACCESS TO LA CONCHITA.

The Alternative 1 and 2 offered to mitigate the above problems are, as they presently stand not acceptable. Alternative 2, which appears to have La Conchita's acceptance would severely damage the Mussel Shoals property and residents. Over 20% of the homes in Mussel Shoals will be directly impacted as well as the rest of the community due to the increase in traffic and pollution (noise and fumes). This will also increase the "visiting" by traffic to our community for no apparent need or for negative reasons. We already have very small-congested streets for the amount of people in the community and we worry about emergency services being effective in this area as it currently is.

The pedestrian access to the beach for La Conchita is a nice idea but without sanitation services and restrictions of its use could hurt this fragile environment and create additional traffic hazards for the 101 freeway.

If the 101 freeway is increasing traffic flow by 2 ½ percent per year, then by 2007 when this project would start the traffic will be 12 ½ percent more congested and growing. This alternative is then only a temporary bandage. I would prefer to see the on/off ramps at Mussel Shoals and the southbound ramps at La Conchita closed until such funding and plans can be available to really fix this problem. The added time to access either south or northbound is at the most 5 or 6 minutes, which allows us to retain our quiet small community, our property values, and our very lives.

Very truly yours,

  
Martha Patricia Duggan  
6768 Breakers Way  
Ventura, CA 93001  
Phone: 805-643-9737

C88 Response to Martha Patricia Duggan  
April 1, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach and providing sanitation services is beyond the scope of this project. However, an agreement between Caltrans and Ventura County will be necessary to determine responsibility for maintenance and service issues. Restrictions will be put into effect for access to the pedestrian undercrossing. The Pedestrian Undercrossing (PUC) will be designed in accordance with the Americans with Disability Act (ADA) and will be accessible for all individuals (i.e., wheelchairs). As a result, ATV's (all terrain vehicles), jet skiers, motorcycles, bicycles, and skateboards may also be able to traverse through the PUC. Physical barriers such as poles at the entrances just narrow enough for wheelchairs may prevent access for ATV's, jet skiers, motorcycles, etc. from accessing the PUC. Proper signage will be put into place stating something to the effect of, "No ATV's, motorcycles, bicycles or skateboards allowed. Violators will be subject to a fine of \$275.00." A maintenance agreement between Caltrans and Ventura County would determine responsibility for maintaining the posted sign. However, it should be noted that there are other locations where individuals may access the ocean and that they may end up at the beach near the PUC.
- 3) Please see response 1.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

I-74

March 28, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,

I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 700+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!

Sincerely,

Name:

*Martha Patricia Duggan*

Address:

*6768 Foresters Way*

City/State/Zip:

*Ventura 93001*

Telephone Number:

*805 643 9737*

Comments:

June 2002

## LA CONCHITA-SHOALS ACCESS PROJECT

6648 Old Pacific Coast Highway  
Mussel Shoals, CA, 93001

April 1, 2002

Ronald Kosinski  
Deputy Director  
Caltrans District 7  
Division of Enforcement Planning  
VEN-101  
120 South Spring Street  
Los Angeles, CA 90012

Re file 07-VEN-1-1

Dear Mr. Kosinski:

As a resident of Mussel Shoals, I am deeply concerned about Caltran's proposed solution to current and future traffic problems ("option 2") embodied in the La Conchita-Mussel Shoals Improvement report. I am also very concerned about the process by which residents were notified, or in this case, not notified, about the public hearing which was held on March 26, 2002.

The details of the various options are well known to you. I will not repeat them. In addition, several of my fellow Mussel Shoals residents have communicated their concerns, which I fully share, to you. I will not repeat these either. From my perspective, "option 2" is not viable. Ocean Avenue is a major industrial access road to causeway which connects to the fully active pumping station on Mobile Island. Under normal circumstances, there is a constant flow of traffic to and from the causeway. This flow, which has NOT been assessed by Caltrans, is often quite heavy. Furthermore, Big rigs, and tanker trucks carrying toxic chemicals, are part of this traffic flow. It does not take much imagination to see that these vehicles would need to navigate additional sharp turns in order to proceed either north, or south, to access 101. Also, an underpass would need to be sufficiently deep to accommodate odd-sized vehicles. All of this is quite likely to greatly increase congestion as these behemoths attempt to maneuver. There will also be a much increased likelihood of accidents, perhaps with spills of toxic chemicals. **FROM MY PERSPECTIVE, IF ANYTHING IS TO BE DONE, IT SHOULD BE OPTION 4.**

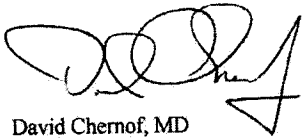
Surely Caltrans representatives noticed how few Mussel Shoals residents were in attendance at the March 26 meeting. In contrast, La Conchita residents, who were not

**C89 Response to David Chernof, MD**  
**April 1, 2002**


- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected.
- 3) A Scoping Notice (see Appendix B – Scoping Notice) was published in three newspapers supporting the surrounding communities in English and Spanish in the Los Angeles Times – Ventura County Edition, Ventura County Star and Vida on October 12, 2000, and October 26, 2000. The Notice of Public Hearing/Notice of Availability (see Appendix H - Notice of Public Hearing/Notice of Availability) was advertised in the Los Angeles Times – Ventura County Edition and Ventura County Star on February 24, 2002, and March 19, 2002, and Vida on February 28, 2002. In addition, copies of the Initial Study/Environmental Assessment were mailed to interested agencies and citizens. Caltrans believes that a "good faith" effort has been made to inform the public about this access improvement project.

familiar with the issues which I have raised, were well represented. The reasons for the latter are not the issue. The reason for the former is that very few Mussel Shoals residents received the Initial Study booklet, or were otherwise notified of the meeting. If the purpose for holding the meeting was to obtain public comment, then all concerned parties should have been notified in some appropriate way. This did not occur, consequently, that purpose was not met. Respect for acceptable process should lead to another public hearing, at a minimum.

I have great respect for the challenges that Caltrans faces, and the work that it does. Therefore, I hope that you will consider these issues very carefully.



David Chernof, MD  
Associate Professor of Medicine  
UCLA Medical School

QUESTION / COMMENT CARD		
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 125 S. SPRING STREET LOS ANGELES, CA 90012</small>		
NAME: <u>GEORGIA J. DIGIULIO</u>	DATE: <u>APRIL 1, 2002</u>	
ADDRESS: <u>7043 OXNARD AVE</u>	CITY/ZIP: <u>VENTURA 93001</u>	
REPRESENTING: <u>MY HUSBAND AND MYSELF</u>	PHONE: <u>(805) 653-1017</u>	
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered. <input checked="" type="checkbox"/> I would like to have the following statement filed for the record.    I am <input type="checkbox"/> opposed <input checked="" type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project If you would like to speak or have your question answered, please hand the card to a Caltrans representative.		
<u>I am very much in favor of alternative 2.</u>		
Graphic Services - QIC Card 7/11/00		

**C90      Response to Georgia J. DiGiulio**  
**April 1, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.



April 2, 2002

Mr. Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN 101  
120 South Spring Street  
Los Angeles, CA 90012

Re: Mussel Shoals/La Conchita Highway 101 Corridor Access Improvement Project

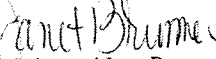
**IMPORTANT UPDATE**

We need to inform your agency of a recent development in Mussel Shoals regarding the above issue. First of all we are wondering why every resident of the community of Mussel Shoals did not receive information informing them of the meeting on March 26<sup>th</sup> and any information regarding the upcoming decision by Caltrans to work on this improvement process? A letter informing each resident by APN number should have been sent out. Our community is now really in a bind and trying to scramble to get letters to your agency making our statements known regarding the above issue. Unfortunately to our horror one of the community's appointed representatives has seriously "dropped the ball" and did not inform anyone residing south of the Torch Island pier in Mussel Shoals to any of the new developments nor decisions that will impact our community enormously.

We need to request at this time that our community be given more time to get our information to you regarding this issue (current deadline 4/5/2002). We spent (unfortunately) most of Easter Sunday getting the word out to as many residents as possible. Many people who reside in our community do have their main residence out of town so they are more difficult to contact. We are asking for more time with this issue because it is so important and we will be effected negatively or positively depending on the outcome of your decision on this matter.

We want to thank all of the agencies for the opportunity to respond to this very important issue.

Thank You

  
Robert and Janet Brunner  
6640 Old PCH  
Ventura, CA 93001

**C91 Response to Robert & Janet Brunner  
April 2, 2002**

- 1) A Scoping Notice (see Appendix B – Scoping Notice) was published in three newspapers supporting the surrounding communities in English and Spanish in the Los Angeles Times – Ventura County Edition, Ventura County Star and Vida on October 12, 2000, and October 26, 2000. The Notice of Public Hearing/Notice of Availability (see Appendix H - Notice of Public Hearing/Notice of Availability) was advertised in the Los Angeles Times – Ventura County Edition and Ventura County Star on February 24, 2002, and March 19, 2002, and Vida on February 28, 2002. In addition, copies of the Initial Study/Environmental Assessment were mailed to interested agencies and citizens. Caltrans believes that a "good faith" effort has been made to inform the public about this access improvement project. Response to late comments are addressed herein.

1

June 2002

Mr. Ronald Kosinske, Deputy District Director *rk*  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 So. Spring St.  
Los Angeles, Ca. 90012

April 2, 2002

Dear Mr. Kosinske,

My wife and I are homeowners at 6667 Breakers Way in Mussel Shoals. We have just recently been made aware of the Caltrans construction plans and options that directly impact our small neighborhood. We believe that our tiny community of two short streets is incapable of handling the traffic created in Alternative #2.

Alternative #2 expects this new Mussel Shoals intersection to accommodate and absorb all the vehicles from the 230 plus homes of La Conchita, their residents and guests, their store and gasoline customers. In addition to this is the overflow from the Tank Farm medium. We combine this additional traffic with our own resident and guest usage, oil pier service vehicles, hotel and restaurant guests, general public, surfer and beach usage damaging beyond repair the community of Mussel Shoals.

We believe that La Conchita needs direct pedestrian access to their adjacent beach. This access in our opinion should be limited to pedestrians and that no form of motor traffic be allowed entry. We believe that the existing highway curve at Mussel Shoals is inherently dangerous, further safety study is needed over and above that which was offered in the Public Hearing/Caltrans proposal on March 26, 2002 in Ventura. Alternative #2 needs to be modified with better support from the Mussel Shoals Community and better understanding from our good neighbors in of La Conchita.

We appreciate the efforts by everyone involved to increase traffic safety in the general area. Please allow more time and effort to hone a better, improved plan of action. Our Family opposes Alternative #2 and looks forward to an amended plan.

Sincerely,

*Steven W. Badger*  
Steven W. Badger Family  
Mussel Shoals

Residence: 5022 San Feliciano Dr.  
Woodland Hills, Ca.  
91364

**C92 Response to Steven W. Badger Family**  
**April 2, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Restrictions will be put into effect for access to the pedestrian undercrossing. The Pedestrian Undercrossing (PUC) will be designed in accordance with the Americans with Disability Act (ADA) and will be accessible for all individuals (i.e., wheelchairs). As a result, ATV's (all terrain vehicles), jet skiers, motorcycles, bicycles, and skateboards may also be able to traverse through the PUC. Physical barriers such as poles at the entrances just narrow enough for wheelchairs and surfboards may prevent access for ATV's, jet skiers, motorcycles, etc. from accessing the PUC. Proper signage will be put into place stating something to the effect of, "No ATV's, motorcycles, bicycles or skateboards allowed. Violators will be subject to a fine of \$275.00." A maintenance agreement between Caltrans and Ventura County would determine responsibility for maintaining the posted sign. However, it should be noted that there are other locations where individuals may access the ocean and that they may end up at the beach near the PUC.
- 3) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach and your suggestion to improve this segment is beyond the original scope of this safety project. The nonstandard curve radius will be addressed in the future in a separate project. Future work on this segment is dependent on the availability of regional funding through the Ventura County Transportation Commission.
- 4) Please refer to response 1.

Initial Study/Environmental Assessment  
La Conchita/Mussel Shoals Access Improvement Project

\* Efforts must be made for permanent solution/interchange  
 QUESTION / COMMENT CARD (Alt 3 or 4)

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 130 S. SPRING STREET  
 LOS ANGELES, CA 90012


NAME: CAROLE FERRARI DATE: 4-2-02  
 ADDRESS: 6614 PACIFIC COAST HWY CITY/ZIP: VENTURA  
 REPRESENTING: homeowner / M.S. PHONE: (805) 6438986

☐ I wish to speak. ☐ I would like to have the following question answered: of La Conchita traffic in MS  
☒ I would like to have the following statement filed for the record. I am ☒ opposed ☐ in favor ☐ Neutral to the project  
 If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

- Absolutely Do not close the median of Mussel Shoals. I must BE ABLE TO RESPOND "IMMEDIATELY" TO ANY DISASTER IN SANTA BARBARA COUNTY 24/7 days.  
 - CREATE de-acceleration lanes Southbound for M.S.  
 - Use directional lighting @ M.S. intersection  
 - Use Caltrans lighted/printed construction equip to warn drivers to "slow down", traffic entering highway" etc (1 mile ahead)

C93 Response to Carole Ferrari  
 April 2, 2002

- 1) Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternative 3 and 4 were rejected. Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach. Closing the median openings would eliminate conflicting turning movements within this segment of expressway. In eliminating these points of conflict, accidents caused by vehicles crossing the intersection would be reduced. Emergency median openings would provide access for emergency and law enforcement vehicles only. Details of these emergency openings will be addressed and designed during final design.
- 3) The on- and off-ramps will be brought to full standard in Mussel Shoals as a part of Alternative 1A.
- 4) Installation of safety lighting has been initiated for Mussel Shoals and La Conchita.

QUESTION / COMMENT CARD	
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 120 S. SPRING STREET LOS ANGELES, CA 90012</small> 	
NAME: <u>TED J. FERRARI</u>	DATE: <u>4-2-02</u>
ADDRESS: <u>6614 Pacific Coast Hwy</u>	CITY/ZIP: <u>93001</u>
REPRESENTING: <u>Homeowner, Mussel Shoals</u>	PHONE: <u>805-643-8986</u>
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered. <input checked="" type="checkbox"/> I would like to have the following statement filed for the record.    I am <input type="checkbox"/> opposed <input type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project <small>If you would like to speak or have your question answered, please hand the card to a Caltrans representative.</small>	
<u>Do not close median at Mussel Shoals - VERY IMPORTANT!</u> <u>Construct <sup>lane</sup> de-acceleration for south bound traffic <sup>entering</sup> MS</u> <u>Overhead lighting at MS intersection, installed in 90 days</u> <u>Consider effect of train blocking exit at La Conchita</u> <u>Especially if on-off at M. Shoals is closed.</u> <u>Proposed Ocean Ave "Tunnel" would create an unacceptable</u> <u>Amount of traffic passing thru Mussel Shoals</u>	

C94      Response to Ted J. Ferrari  
April 2, 2002

- 1) The purpose of this project is to enhance highway safety and to provide direct pedestrian access to the beach. Closing the median openings would eliminate conflicting turning movements within this segment of expressway. In eliminating these points of conflict, accidents caused by vehicles crossing the intersection would be reduced. Emergency median openings would provide access for emergency and law enforcement vehicles only. Details of these emergency openings will be addressed and designed during final design.
- 2) The on- and off-ramps will be brought to full standard in Mussel Shoals to improve deceleration and acceleration distances as a part of Alternative 1A.
- 3) Installation of safety lighting has been initiated for Mussel Shoals and La Conchita.
- 4) Comment noted. No response necessary.
- 5) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

Wednesday, April 3, 2002

Mr. Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Division of Environmental Planning, VEN-101  
120 S. Spring Street  
Los Angeles, CA 90012

Dear Deputy District Director Kosinski,

The communities of Mussel Shoals and La Conchita here in Ventura County are very pleased that Caltrans is proposing to install highway improvements for the safer access to Highway 101. The document entitled "La Conchita/Mussel Shoals Access Improvement Project – Initial Study/Environmental Assessment" has been presented to the public for comment and that is the reason for this letter.

All alternatives include the provisions for pedestrian access from La Conchita to the beach. This is a long needed improvement, we all agree.

This study concludes that alternatives 3 and 4 included therein cannot be justified and will not be considered any further. Alternate 1 provides improved on/off ramps from the highway to Mussel Shoals. Alternative 2 provides a substandard tunnel (no trucks allowed) which connects via a short frontage road to La Conchita. Alternatives 1 and 2 appear to be undesirable because the ramps are squeezed into inadequate space requiring excessive retaining walls and grade differentials. The negative effect on adjoining residential properties, as well as the Cliff House Inn, will be substantial. This fact does not get adequate attention in your "Initial Study."

Around 1968, the State of California acquired a large area of land for the construction of a freeway interchange in the opened field to the south of La Conchita and adjacent to Mussel Shoals. It would seem logical that new improvements to the highway should be built on the ultimate alignment with the 4,000 foot radius curve, as planned when the right of way was purchased. This would permit the construction of on and off ramps which did not strangle the community of Mussel Shoals. If the four lane highway and the railroad were realigned with this project, wouldn't the savings in retaining walls, grading and tunnel construction go a long way toward paying for such relocation (about 1225 meters in length)? Reconstruction/relocation of existing utilities would be less costly with such realignment. Improvements made now could be designed so that they would not have to be "thrown away" in the future when the highway needs to be widened to 6 lanes or there is a need to upgrade the railroad or build an interchange. Please consider the idea of realigning the Highway 101 roadway as suggested. In the long term, would it not result in a more efficient expenditure of our taxpayer money as well as meeting the immediate access needs?

Yours truly,  
Bancroft M. Benner

**C95 Response to Bancroft M. Benner**  
**April 3, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Please refer to Section 2.5 *Alternatives No Longer Under Consideration* which provides reasons why Alternatives 3 and 4 were rejected.
- 2) Prior to construction, any permanent easements will be compensated for.
- 3) The cost of retaining walls supporting the reconstructed ramps will not exceed \$200,000. This cost is minor relative to the total cost of the preferred alternative. Realignment of the mainline towards the median was originally rejected by Caltrans Design Review, since it would reduce the median width and would not allow for future widening. Realignment of the railroad for more than a kilometer would involve substantial impacts to the projects' cost and duration. Shifting the mainline to the east would increase the cost of the vehicular tunnel by increasing its length as well as the height of the retaining walls at its eastern end, where it curves ninety degrees.
- 4) The proposed improvements are designed to be compatible with a six-lane facility. This does not imply that a six-lane facility is equivalent to freeway standards, which would require significant changes to the curve and likely require replacing the six-lane highway.
- 5) Please see response 1 and 3.

April 3, 2002

Mr. Ronald Kosinski  
Deputy District Director  
Caltrans District 7

Dear Mr. Kosinski,

In the hope that common sense, and the saving of tens of thousands of our tax funds, we send this letter. We need to protect our Mussel Shoals Community as well as the safety of the US Freeway 101.

There is no room for parking in the Mussel Shoals area. Plus we have three narrow two-lane streets totaling four blocks. The oil trucks, the trash trucks, the emergency vehicles, no large trucks could travel in anything but a very large tunnel!! We simply do not have the room. It would destroy our community.

As time goes on there will also be more and more traffic on the 101. As it is now the vehicles are slowed bumper to bumper going North on weekends and busy hours.

We feel the mediums at Mussel Shoals, La Conchita, and the Tank Farm should be closed. We feel the off ramps should be lengthened and well lighted. North-to and from Santa Barbara South-to and from Ventura.

We feel the Sea Cliff and Bates Road off ramps should be used to move the traffic in the opposite direction.

We feel there should be no Vehicle Tunnel.

C96 Response to Norma Makhonian and  
Gloria & Edward Kelly  
April 3, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.
- 2) Alternative 1 proposes to close the medians at Mussel Shoals, La Conchita and Tank Farm and improve the on- and off-ramps at both Mussel Shoals and La Conchita. Installation of safety lighting has been initiated at Mussel Shoals and La Conchita. Since the median openings will be closed, vehicles traveling northbound on U.S. 101 may use the Bates Road Interchange to U-turn in order to access Mussel Shoals and vehicles going out of Mussel Shoals heading northbound on U.S. 101 may use the Seacliff Interchange to U-turn and head north.
- 3) Please refer to response 1.
- 4) Please refer to response 1.
- 5) Alternative 1 involves improvements that would not directly impact adjacent residences and therefore, would not increase noise levels in the community. Currently, the community of Mussel Shoals is not qualified for soundwalls. Please refer to Section 3.14 *Existing Noise Environment* of this Initial Study/Environmental Assessment. At this time, there is no plan to install an additional barrier at this location.

We feel there should be a Pedestrian Tunnel from the entrance of La Conchita to the Beachfront.

We feel for safety, there should be a barrier wall along the curve of the freeway. It would also cut down on noise and pollution.

We feel that this is the simplest and most economic way to go and will fairly meet the needs of most people.

Thank you,

Norma Makhenian  
6748 Breakers Way, Ventura

Gloria J. Kelly  
6768 Breakers Way, Ventura

Edward Kelly  
6768 Breakers Way, Ventura

4

5

March 26, 2002

DEAR SENATOR O'CONNELL, ASSEMBLYMEMBER JACKSON AND CALTRANS OFFICIALS,  
I am a property owner and/or resident of Mussel Shoals. We are all committed to improving safety, however, Option 2 as presented, is UNACCEPTABLE for our community.

- OPTION 2 would result in too much traffic and noise from La Conchita's 650+ residents.
- The on and off-ramps are too large and intrusive to our community space and affect setbacks from the freeway.
- The Environmental document failed to properly identify these problems, as well as impacts on aesthetics, emissions, noise, oil island truck access, oil island pipeline, and public parking (coastal access issues), economic loss for businesses.

No decision should be made that will change a community's character and quality of life without the majority consent of the property owners and residents. Mussel Shoals is OUR community! We would like CalTrans planners to work with us in coming up with a final plan that the majority of us can live with: possibly no on or off-ramps, or only an off-ramp that does not encroach into our community along with a sound and collision abatement wall. OPTION 2 is a wonderful opportunity for La Conchita and naturally they want it for better access, but it is a tragedy for Mussel Shoals AND WE DO NOT want OPTION 2 in it's present form!  
Sincerely,

Name: Edward and Gloria Kelly  
Address: 6768 Breakers Way City/State/Zip: Ventura, Ca 93001  
Telephone Number: 805-654-6787 818-954-8282  
Comments: We have no parking space & no room for  
the Tunnel - no alternative enough - no room

**Hana L. Greer and Natalie T. Hull**

**\* 6652 W. Pacific Coast Highway \* Mussel Shoals, CA 93001\***

April 3, 2002

To whom it may concern:

As residents in the Mussel Shoals community we are greatly concerned about the current proposition to alter our freeway exit. As we understand it, the proposal is to close the La Conchita exit and restructure the Mussel Shoals exit to accommodate traffic from both La Conchita and Mussel Shoals. We strongly object to this plan. Not only will this effect the natural vegetation, this proposal will increase traffic, reduce parking and increase the likelihood for accidents.

Currently we have several parking spaces between Ocean Avenue and the freeway. Not only are they necessary to accommodate surfers and tourists that are attracted to our areas exclusivity and what is fondly know as "Gilligan's Island", but they are necessary for us as residents as well. Currently our house alone takes up at least five parking spots a day without guests. As we understand it, this space be used for the widening of our current one lane residential road into a two lane ramp.

Over seven hundred people reside in La Conchita. This out numbers the amount in Mussel Shoals several times over. Because of this, we fail to see why our exit is the one chosen for the renovation. Most of the traffic using this new exit will be from La Conchita, not Mussel Shoals. Why do you plan on adding 700 vehicles to a road meant to accommodate far fewer? Even if you completely rebuild our road, you cannot change its length and the layout was meant only for a residential road.

Because our current exit is an accident trap, we understand that a change is necessary. However, we feel this plan, only relocates the future accidents putting them closer to our

**C97 Response to Hana L. Greer and  
Natalie T. Hull  
April 3, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative. Alternative 1 proposes to improve the on- and off-ramps at both Mussel Shoals and La Conchita. The median openings will be closed at Mussel Shoals, La Conchita and Tank Farm, however, the exit (off-ramp) will remain open in La Conchita.
- 2) Additional parking facilities will be discussed and finalized during final design. Also, please see response 1.
- 3) The on- and off-ramps will be lengthened at Mussel Shoals to improve the deceleration and acceleration distances. Consequently, vehicles will have more time to slow down, thus decreasing the vulnerability to adjacent residences. Prior to construction, any permanent easements will be compensated for.
- 4) Please refer to response 1.



homes and involving us. We are expected, by this plan, to reverse into two-lanes of traffic exiting the freeway. Those drivers coming off of the freeway will have little control of their vehicles as they are slowing down and taking the turn of the exit. This will occur while we are trying to reverse from our parking spaces and using the road to point our vehicles in the direction of our destination. Not only will we have to be conscious of the drivers using the ramp, but we will also have to be responsible for anticipating those drivers who do not know we are there and choose to speed down the ramp. Never mind those that are drunk and just aren't paying attention to anything. We do not feel comfortable having our lives depend on other people and their varying driving habits. We get enough of that while driving ourselves.

Our solution exists more as a compromise than anything else. We agree with the idea of a tunnel connecting La Conchita to Mussel Shoals, but we ask that the exit ramp be built at La Conchita. They have a non-residential road leading from the freeway that can be utilized for this purpose. Plus, they make up most of the traffic and a few extra Mussel Shoal drivers will not make as much of a difference to them as the 700 La Conchita drivers would make to us.

Seriously concerned,


*Hana L. Greer*

*Natalie T. Hull*

Hana L. Greer


Natalie T. Hull

Mussel Shoals Residents

QUESTION / COMMENT CARD	
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 120 S. SPRING STREET LOS ANGELES, CA 90012</small>	
	
NAME: <u>Allen D. Blackwell</u>	DATE: <u>4-3-02</u>
ADDRESS: <u>97113 Santa Paula Ave.</u>	CITY/ZIP: <u>Ventura 93001</u>
REPRESENTING: <u>Self</u>	PHONE: <u>805-643-9890</u>
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered. <input type="checkbox"/> I would like to have the following statement filed for the record. I am <input type="checkbox"/> opposed <input checked="" type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project If you would like to speak or have your question answered, please hand the card to a Caltrans representative.	
<u>In Favor of Phase #2 - underpass crossing</u> <u>of Freeway</u>	
<small>Graphic Services - QIC Card 7/11/00</small>	

C98      Response to Allen D. Blackwell  
April 3, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative) of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

QUESTION / COMMENT CARD	
<small>STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 120 S. SPRING STREET LOS ANGELES, CA 90012</small>	
	
NAME: <u>Genevieve C. Connars</u>	DATE: <u>4-5-02</u>
ADDRESS: <u>7178 Carpenteria Ave</u>	CITY/ZIP: <u>La Brea 90046-4707</u>
REPRESENTING: <u>La Conchita Home Owners</u>	PHONE: <u>(602) 648-3506</u>
<input type="checkbox"/> I wish to speak. <input type="checkbox"/> I would like to have the following question answered. <input type="checkbox"/> I would like to have the following statement filed for the record. I am <input type="checkbox"/> opposed <input checked="" type="checkbox"/> in favor <input type="checkbox"/> Neutral to the project <small>If you would like to speak or have your question answered, please hand the card to a Caltrans representative.</small>	
<u>Alternatives to - with the underpasses</u>      	
<small>Graphic Services • Q/C Card 7111-00</small>	

**C99      Response to Genevieve C. Connars**  
**April 5, 2002**

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

June 2002



matthew imhoff <imhoff009@yahoo.com> on 04/06/2002 10:20:33 AM

To: liz.suh@dot.ca.gov  
cc:  
Subject: Mussel Shoals Project

Ronald Kosinski  
Caltrans Division of Enviro. Planning

4-5-2

Dear Mr Kosinski,

I will try make this brief and to the point. Your department MUST not merge the two communities of La Conchita and Mussel Shoals. I have owned my home on Old PCH for three years as of October. This community is too small to handle any more traffic than it already unfortunately suffers from.

Your proposal to unnecessarily divert major traffic just feet from my front door will not only endanger my family, my animals and my neighbors, it will dramatically harm my property value.

I have begun a petition and a fund here in Mussel Shoals. The people of Mussel Shoals will take legal action against Caltrans and the government if plan #2 is chosen. Under the grounds of "inverse condemnation"

, we as a community will forcefully illustrate this government decision has dramatically destroyed our property values and affected our lifestyle. The courts can force the city and Caltrans to compensate the community as a whole for the full market value of our homes, prior to this project going through. Take all of Old PCH, you have over 18 million dollars worth of homes and a business. We will be the first and most dramatically harmed, then take the rest of the community on Breakers Way, you have over another 25 million dollars worth of homes and projects that will be negatively effected as well.

This decision to push a larger "non beach front" community into and through a smaller exclusive "beach front" community is dangerous, damaging and permanent. Please do not mistake how important property value and lifestyle is within this exclusive community. We work hard and are blessed to live within such a quiet and small community as Mussel Shoals. We are friends and neighbors here, please do not harm our peace and community.

May God bless you and your family. Please do not fix one problem, only to create another. I will mail you the petition upon completion.

## C100 Response to Matthew T. Imhoff April 6, 2002

- 1) Alternative 1A has been identified as the preferred alternative for the U.S. 101 La Conchita/Mussel Shoals Access Improvement Project and was selected as a result of the public participation process. This alternative satisfies the purpose and need of the proposed project. Please refer to Section 2.3 *Alternative 1 Pedestrian Access/Ramp Improvements (Preferred Alternative)* of this Initial Study/Environmental Assessment for a discussion on the preferred alternative.

Sincerely,

Matthew T. Imhoff

6670 OLD PCH

6672 OLD PCH

Mussel Shoals CA. 93001

805 252-5923

---

Do You Yahoo!?

Yahoo! Tax Center - online filing with TurboTax

<http://taxes.yahoo.com/>